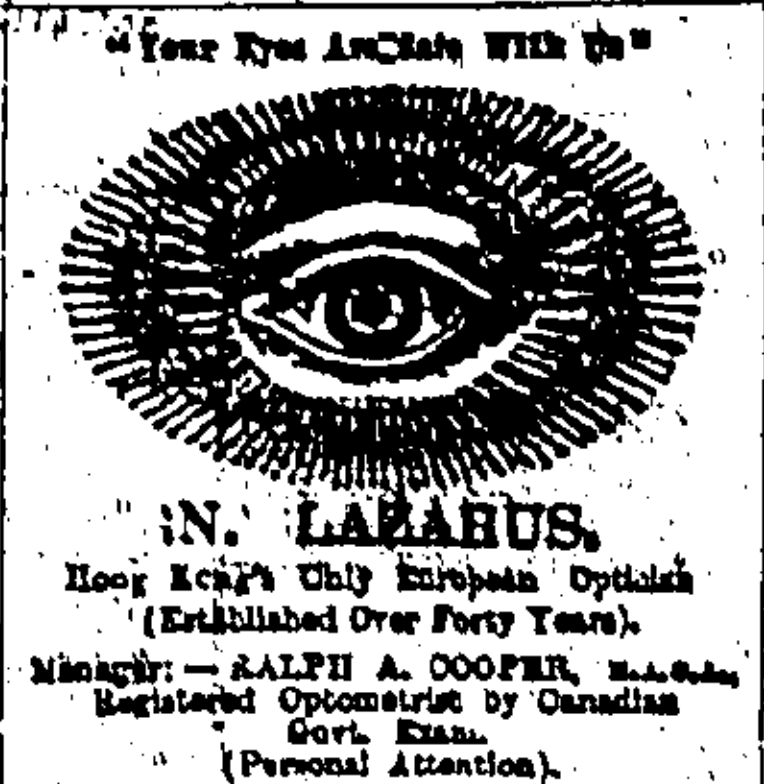


MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.



No. 21,931 號登卅百玖仟壹萬式第 日伍拾月玖辰戊 HONG KONG, SATURDAY, OCTOBER 27th, 1928. 陸拜禮 日柒廿月拾年八廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Kowloon Dep.	6.40	8.05	8.30	9.05	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30
Yau Ma Tei Dep.	6.49	8.14	8.39	9.14	10.09	10.39	11.09	11.39	12.09	12.39	1.09	1.39	2.09	2.39	3.09	3.39	4.09	4.39	5.09	5.39	6.09	6.39	7.09	7.39
Shatin Dep.	7.01	8.26	8.51	9.26	10.21	10.51	11.21	11.51	12.21	12.51	1.21	1.51	2.21	2.51	3.21	3.51	4.21	4.51	5.21	5.51	6.21	6.51	7.21	7.51
Taipei Dep.	7.15	8.40	9.05	9.40	10.35	11.05	11.35	12.05	12.35	1.05	1.35	2.05	2.35	3.05	3.35	4.05	4.35	5.05	5.35	6.05	6.35	7.05	7.35	8.05
Market Dep.	7.30	8.55	9.20	9.55	10.50	11.20	11.50	12.20	12.50	1.20	1.50	2.20	2.50	3.20	3.50	4.20	4.50	5.20	5.50	6.20	6.50	7.20	7.50	8.20
Fanning Dep.	7.39	9.04	9.29	10.04	10.54	11.24	11.54	12.24	12.54	1.24	1.54	2.24	2.54	3.24	3.54	4.24	4.54	5.24	5.54	6.24	6.54	7.24	7.54	8.24
Sham Shui Dep.	7.45	9.20	9.45	10.20	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.40	3.10	3.40	4.10	4.40	5.10	5.40	6.10	6.40	7.10	7.40	8.10	8.40
Sham Chun Dep.	7.51	9.26	9.51	10.26	11.16	11.46	12.16	12.46	1.16	1.46	2.16	2.46	3.16	3.46	4.16	4.46	5.16	5.46	6.16	6.46	7.16	7.46	8.16	8.46
Canton Arr.	8.40	10.05	10.30	11.05	12.00	12.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Canton Dep.	6.40	8.05	8.30	9.05	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30
Sham Chun Dep.	6.49	8.14	8.39	9.14	10.09	10.39	11.09	11.39	12.09	12.39	1.09	1.39	2.09	2.39	3.09	3.39	4.09	4.39	5.09	5.39	6.09	6.39	7.09	7.39
Sham Shui Dep.	7.01	8.26	8.51	9.26	10.21	10.51	11.21	11.51	12.21	12.51	1.21	1.51	2.21	2.51	3.21	3.51	4.21	4.51	5.21	5.51	6.21	6.51	7.21	7.51
Taipei Dep.	7.15	8.40	9.05	9.40	10.35	11.05	11.35	12.05	12.35	1.05	1.35	2.05	2.35	3.05	3.35	4.05	4.35	5.05	5.35	6.05	6.35	7.05	7.35	8.05
Market Dep.	7.30	8.55	9.20	9.55	10.50	11.20	11.50	12.20	12.50	1.20	1.50	2.20	2.50	3.20	3.50	4.20	4.50	5.20	5.50	6.20	6.50	7.20	7.50	8.20
Fanning Dep.	7.39	9.04	9.29	10.04	10.54	11.24	11.54	12.24	12.54	1.24	1.54	2.24	2.54	3.24	3.54	4.24	4.54	5.24	5.54	6.24	6.54	7.24	7.54	8.24
Shatin Dep.	7.45	9.20	9.45	10.20	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.40	3.10	3.40	4.10	4.40	5.10	5.40	6.10	6.40	7.10	7.40	8.10	8.40
Yau Ma Tei Dep.	7.51	9.26	9.51	10.26	11.16	11.46	12.16	12.46	1.16	1.46	2.16	2.46	3.16	3.46	4.16	4.46	5.16	5.46	6.16	6.46	7.16	7.46	8.16	8.46
Kowloon Arr.	8.40	10.05	10.30	11.05	12.00	12.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30

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R. BAKER, Manager.

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STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

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From Hong Kong: 3.00 P.M. "WING ON" from Wing Lo Wharf. (Sundays Excepted)

From Macao: 8.00 A.M. "WING ON" (Sundays Excepted)

EXCURSION TO MACAO.

On SUNDAY, 28th OCTOBER
S.S. "TAISHAN"

Will depart from the Company's Hong Kong Wharf at 9 A.M., and
from Macao at 5.00 P.M.

RETURN SALOON PASSAGE FARE: \$5.00.

SPECIAL EXCURSIONS TO MACAO.

Hong Kong to Macao: Macao to Hong Kong:

MACAO FAIR.

SATURDAY, 3rd NOVEMBER, 1928.

11.00 A.M. "LUNGSHAN" 3.30 P.M. "LUNGSHAN"

MACAO RACES.

SUNDAY, 4th NOVEMBER, 1928.

9.30 A.M. "TAISHAN" 5.45 P.M. "TAISHAN"

RETURN SALOON PASSAGE FARE: \$5.00.

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Above sailings are subject to Weather Conditions and Intending
Passengers are requested to communicate with the Office, whenever any
of the Typhoon Signals are hoisted.

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New Scheme for Children's Early Endowment:—
Principal features: Small Premiums. Liberal Surrender Value,
Return of Premium in the Event of Death.

Write for Pamphlet and Full Particulars to—

DODWELL & CO., LTD.

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AT THE
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13, QUEEN'S ROAD CENTRAL.

First appearance of a 5-piece Imported Orchestra
Syncope and Pep.

Come and judge for yourselves.

Dinner Dance—8 to 12 p.m. Nightly.
Tea —Twice a Week.

Orchestra Plays during Tiffin Hour.

REMINDER

Our Grill Room is open Every Night where the Best of Food can be
obtained up to 12 O'clock Mid-night at the Usual Popular Prices.

COUNTRY'S WASTED YOUTH.

DEMORALISING IDLENESS.

THE SCHOOL-LEAVING AGE.

ADVANTAGES OF RAISING IT.

Speaking on "Some aspects of
adolescent education" at a Workers'
Educational Association conference
at the Stockport Secondary School
the well-known historian and
sociologist, Mr. R. H. Tawney,
dealt with several features of the
Hadow report and said the pro-
posals it contained were the climax
of a long period of discussion and
experiment, and represented a
policy in the direction in which
enlightened authorities had been
moving for some time.

It would be a misfortune if the
interest taken at the present time
in the older children caused them
to forget the foundation of the
whole educational process in con-
nection with the early stages of
life. They wanted not only more
for the adolescent, but more nur-
sery schools, better elementary
schools, better buildings, better
equipment, and better staffs.

But social causes had combined
to turn attention to the adolescent
at the moment. Every year brought
fresh evidence of the social wastage
and individual demoralisation which
was caused by the failure to provide
for the needs of these young
people at one of the most crucial
periods of their lives.

School-Leaving Age.

Dealing with the question of
the raising of the school-leaving age,
Mr. Tawney said if education was
to exercise its full influence the
period of life during which that
influence should be exercised had
to be sufficiently lengthened, and
the Committee came to the con-
clusion that the age for compulsory
school attendance should be raised
to 15. It was not, however, a
question of merely adding twelve
months to the existing school age,
but one of going back to the age
of eleven; that the children might
have at least four years in which
to complete their post-primary and
secondary course. The proposal as
to raising the school age was a
highly controversial one, but on the
whole it had met with a welcome
that had surprised him.

The change could be made if
there was a sufficient volume of
public opinion behind it, but there
would be very powerful opposition;
there was the apprehension on the
part of some employers that British
industry would be ruined if these
children of 14 years were not avail-
able for employment, and there was
the financial argument that the cost
would be a crushing burden upon
the community. Anyone who re-
membered the situation in 1906 and
1909, or even the agitation of 1913,
was familiar with considerations of
that kind.

Effect On Unemployment.

One point which had been raised
was that the birth-rate in 1921 was
abnormally high, which would re-
sult in the number of children in
the school of the ages of fifteen to
sixteen being abnormally inflated
from 1934-35, and that after that
period the number would fall, and
there would be a large number of
school places which could not be
used, and, further, that it would
create greater unemployment. There
was acute unemployment now
among adults, and quite a consider-
able amount among young persons.
If unemployment was serious to-
day, it would be much more serious
if the bulging population which
was spoken of went on the labour
market without the school age being
raised in 1934. If the situation
was difficult now, what would it
be when a further hundred thou-
sand boys and girls were scrambling
for jobs in industries which could
not find employment for others
now? It was better that the schools
should be overcrowded, as, in fact,
they had always been, than that
the children should be loafing on
the streets.

Mr. Tawney said the total cost,
provision of school places elemen-
tary and central, and a main-
tenance allowance of 15s. a week for
30 per cent. of the children, would
be a little over £11,000,000. Against
that there should be taken into con-
sideration the possibility of re-
organising existing accommodation
and staffs, and the saving of a
considerable sum of money at pre-
sent paid out in unemployment
benefit, etc.

(Continued on next Column).

MOSQUITOES AND THEIR REQUIREMENTS.

BETTER HOUSING AND FOOD WANTED.

The mosquito may be kept from
biting human beings by providing
him with shelter and food elsewhere
than in the dwellings of man.
That he often prefers other food to
human blood appears from facts
quoted in a recent editorial by *The
Journal of the American Medical
Association* (Chicago). We read:—

"Newspapers recently announced
somewhat humorously that mos-
quitoes prefer horses to men on
their menus." The statement was
based on a study made by the
Bureau of Malarial Control of
Porto Rico. When horses and men
slept in the same house, the mos-
quitoes attacked the horses and
only rarely the men. The men later
slept, without animals near by, in
a house of the kind used by the
poorer Porto Ricans; they were
severely bitten by mosquitoes. Sub-
sequently, when horses were tied at
the door, only the mosquitoes bit
the inmates of the house. In Europe, Roubaud has
recently been engaged in related in-
vestigations. He has found that
the mosquito is highly adaptable to
conditions that affect its oppor-
tunities to feed on animal blood.

Mosquitoes which feed on live stock
develop more formidable mouth
parts than those which feed on
man. If live stock is kept out of
doors, in a windy country, mos-
quitoes seek the interior of houses,
away from the wind, and feed on
the human beings who occupy the
houses. On the other hand, if
animals are housed in good stables,
the mosquitoes are content to re-
main in the barns. Moreover, if a
barn stands between a swamp and
the house, the family of the
house will be relatively free from
annoyance, for the mosquitoes will
have become accustomed to feeding
on the animals in the barn. Rou-
baud is convinced that in farming
countries antimalarial work must
take account of two factors: on the
one hand, the presence of domestic
animals and, on the other, the
treatment of stagnant water. The
inference from his work is an un-
usual one. Man may be as ruth-
less as he will in destroying the
breeding places of mosquitoes, but
some will succeed in breeding in
spite of his efforts. These, it seems,
can be rendered less menacing to
man by the provision for them of
shelter and of food elsewhere than
in human habitations.

"INCITING CLASS HATRED."

INDIAN EDITOR SENTENCED.

CALCUTTA, Oct. 1st.

The editor and the printer of
Forward were today found guilty,
under Section 153A of the Indian
Penal Code, of having incited to
class hatred in connection with the
letter, entitled "The Railway
Smash at Belur," published in
Forward on July 12th. The editor
was sentenced to three months' simple
imprisonment and ordered to
pay a fine of Rs.1,000 (£75), or
in default undergo a further
month's simple imprisonment. The
printer was fined Rs.1,000 with the
alternative of one month's simple
imprisonment. Later the High
Court granted *ad interim* bail for
one week, pending admission of an
appeal.

Following the railway accident
at Belur, near Calcutta, in which
22 people were killed, *Forward*
published a letter signed "Horri-
fied Spectator," the writer of
which declared that he was a
passenger in the train and was pre-
pared to prove that more than 300
were killed, half of whom were
bludgeoned to death. "The wound-
ed," he added, "were searched for
and killed." Where a cry
arose a Sahib came with a light and
somebody delivered a heavy blow,
and the Indian spoke no more.

Anyone with experience of indus-
try knew that there were un-
fortunately a good many trades in
which there was a regular practice
of taking on boys and girls at the
age of 14 from elementary schools
and dismissing them when they de-
manded higher wages at 18, and
also where parents were thrown out
of work by the competition of their
own children. That situation was
quite disastrous. What they ought
to do was to check this stream that
was overcrowding the labour market
both for the sake of the children
and the adults. If they did so they
would save a good deal of unem-
ployment insurance.

DIARY OF EVENTS.

To-day
(October 27th.)

Tennis: Y.M.C.A. American
Tournament, 2.30 p.m.
Golf: Bogey Pool, Fanning.
R.H.K. Yacht Club, 1st Cham-
pionship Race.
Cricket:—Division I.: H.K.C.C.
v. Indians (L), Chinese v. Craigen-
gower (F). Division II.: Univer-
sity v. Hong Kong (L), Indians v.
Royal Engineers (L), Craigen-
gower v. Police (L), H.K.C.C. v. Recreation
(F).

Lawn Bowls:—Division II.:
Yacht Club v. Taikoo, Spey Club
v. C.C.C. v. E.P.R.C. on K.C.C.
ground.

Football:—Lai Wah Cup: Army
v. Navy. Second Division: Small
Units v. K.O.S.B., South China
v. Queen's. Chinese v. South
China. R.A.F. v. St. Joseph's.
Navy v. R.A. Kowloon v. Univer-
sity, Eastern v. Recreation.

Beno Moiseiwitch, Pianoforte
Concert Theatre Royal, 9.15 p.m.
Queen's Theatre: "The Student
Prince."

World Theatre: "Beau Geste."
Star Theatre: "In Old Ken-
tucky."

Tea Dance: H.K. Hotel, 4.30 p.m.
Inner Dances: King Edward
Hotel, 8 p.m.; St. Francis Hotel, 8
p.m.

Principal Mails:—Outward:
Europe via Marseilles (Africa),
10.30 a.m.

Sunday
(October 28th.)

1st Sunday after Trinity.
Golf: Bogey Pool, Fanning.
Queen's Theatre: "Senorita."

World Theatre: "Love's Greatest
Mistake."
Star Theatre: "Special Delivery."

Tea Dance: H.K. Hotel, 4 p.m.

Monday
(October 29th.)

Sales Crown Land: New Kowloon
Inland Lot No. 1170 and Kowloon
Inland Lot No. 2149, 3 p.m.

"At Home" Government House,
Miss Maude Royden, 4 p.m.
Pianoforte Recital, City Hall,
Harry Ore, 5.30 p.m.

Queen's Theatre: "Senorita."
World Theatre: "Love's Greatest
Mistake."

Star Theatre: "Special Delivery."
Tea Dances: H.K. Hotel, 4.30
p.m.; King Edward Hotel, 8 p.m.
Dinner Dance: St. Francis Hotel,
8 p.m.

Principal Mails:—Outward:
Europe via Victoria (President
Jackson), 5 p.m.; Europe via
Siberia (President Jackson), 6 p.m.

Tuesday
(October 30th.)

Sanitary Board Meeting, 4.15
p.m.
Maude Royden: Meeting, City
Hall, 5.30 p.m.

H.K. Football Association, Coun-
cil Meeting, Scandell Point, 5.30
p.m.
Hockey: Y.M.C.A. 1st XI. v.
H.K.S.R.A. 2nd XI, 5 p.m.

Queen's Theatre: "The Thirteenth
Hour."
World Theatre: "The Cat and
the Canary."

Star Theatre: "The Fall of
Babylon."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: King Edward
Hotel, 8 p.m.; St. Francis Hotel, 8
p.m.

Principal Mails:—Outward:
Europe via Siberia (Tanya Marie),
10.30 a.m.; Europe via Marseilles
(Patroclus), 6 p.m.

Wednesday
(October 31st.)

Cambridgeshire, Newmarket.
The Trevelyan Trophy Race, 4 p.m.
Annual General Meeting, K.B.S.
P.P.A., Central British School, 5.30
p.m.

The Whisky
of Quality
from the oldest
distillers in the
world

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THE FATHER OF ALL SCOTCH WHISKIES



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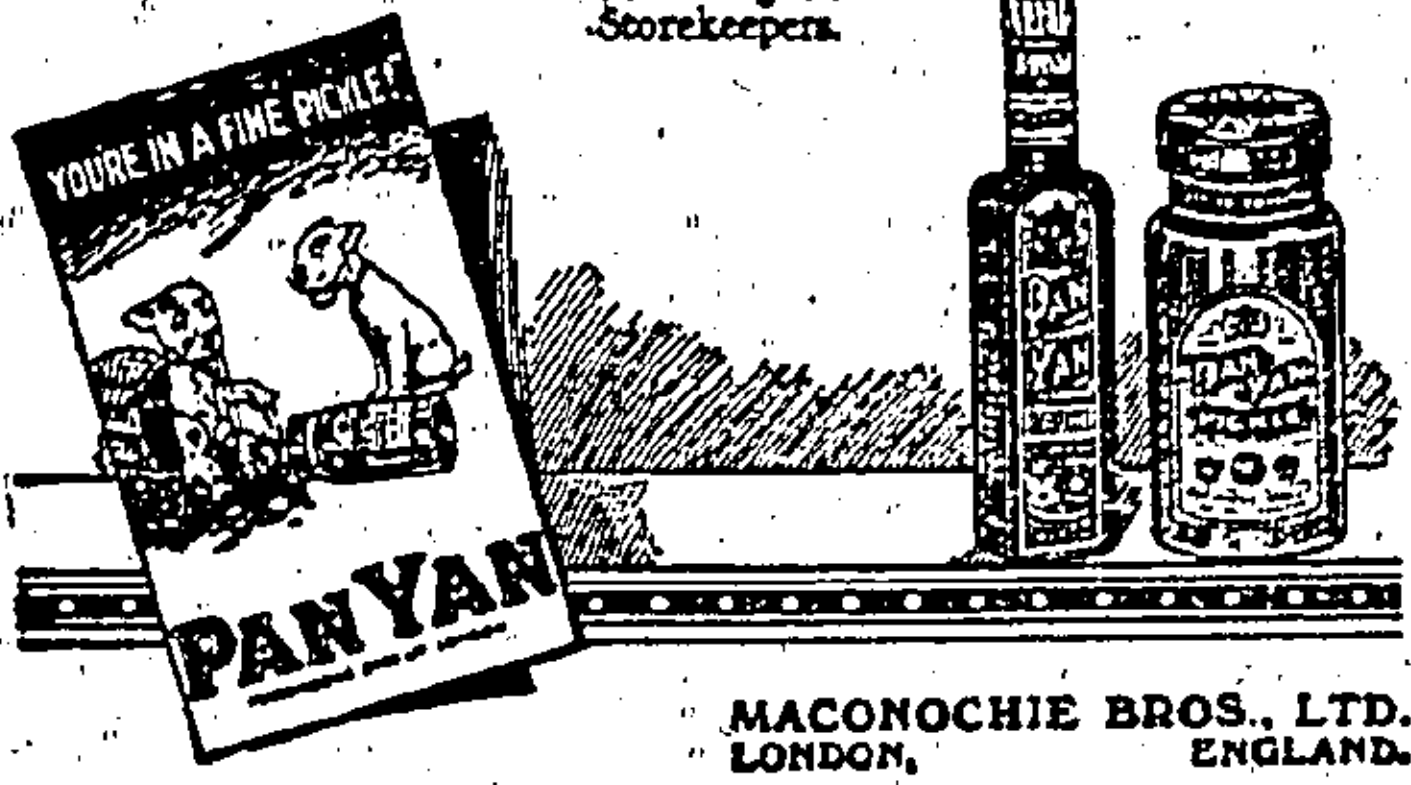
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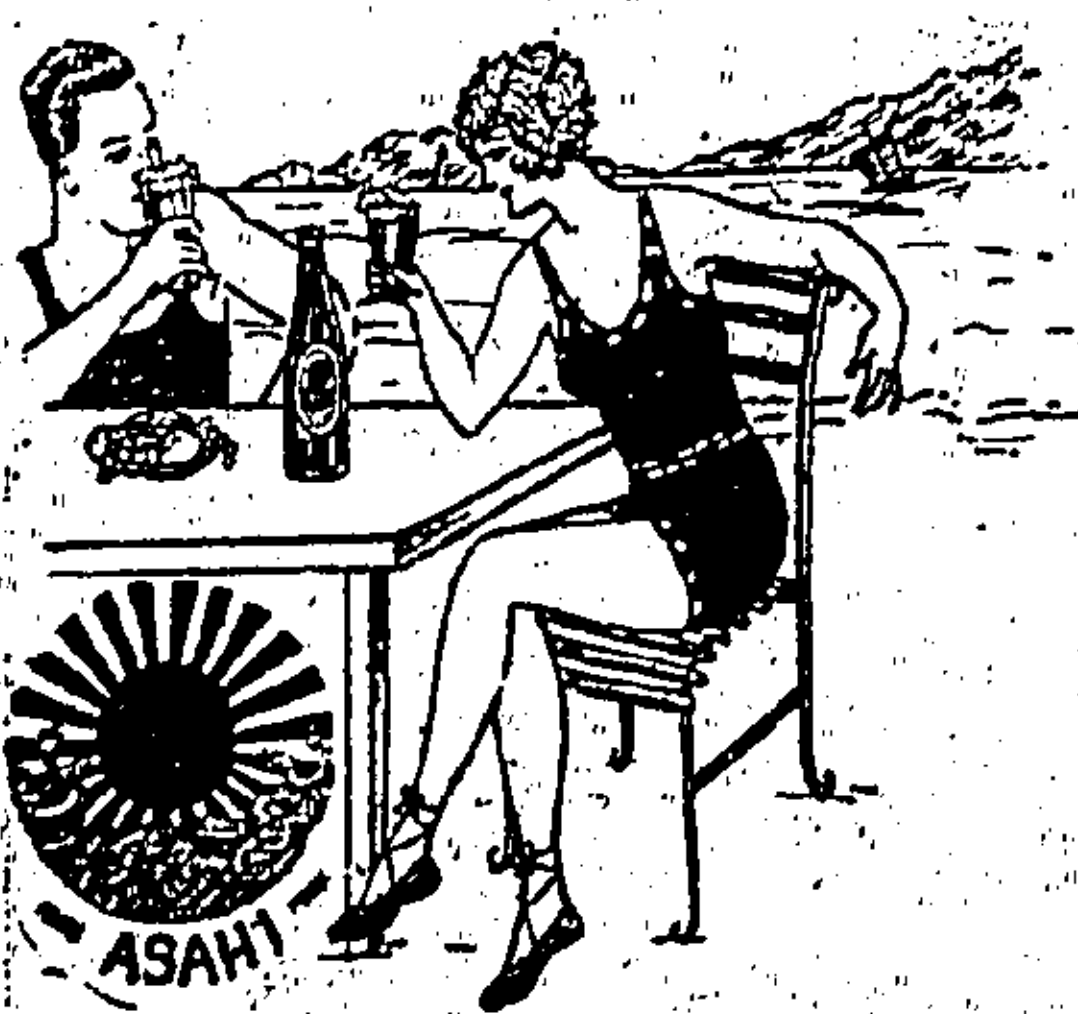
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Money and Markets

THE VALUE OF THE
YEN.

EXCHANGE AFFECTED BY
GOLD EMBARGO
RUMOURS.

The yen was quoted on October 26th at 47½ cents gold, or 1s. 11½d. sterling according to official rates, the advance of half a point being due to the persistent report that the lifting of the gold embargo by the Japanese Government is now simply a matter of weeks.

According to official information received in Hong Kong from Japan yesterday, there were no sellers of yen on the exchange market, holders refusing to part with the currency in the hope, and expectation that its value in international exchange would very soon show considerable improvement. The announcement that Japanese bankers associated with the Clearing Houses in Tokyo and Osaka had met for the purpose of discussing the advisability of lifting the embargo and that, as a result of their discussions, they had advised the Minister of Finance to give immediate effect to their recommendation, caused the public in Japan to expect the embargo to be done away with very shortly, despite the hesitation of the Minister of Finance to take any action in the matter.

It is noteworthy that the number of supporters of the "lift the embargo" movement is daily increasing, and even those bankers who had formerly aligned themselves on the side of the oppositionists have now been won over. A free gold market is now practically endorsed by public opinion in Japan, and the only persons who are in any way against the lifting of the ban are those connected with the Ministry of Finance. Even the Governor of the Bank of Japan seems to be inclined to the view that a free gold market is advisable.

The Minister of Finance, however, intimates that the present is not a satisfactory moment to lift the gold embargo. The Government, he declares, must first take steps to make the venture absolutely safe, without any danger of reaction upon trade and industry. As soon as business conditions have reached such a stage, the Government would carry out the wishes of the bankers in the matter—but not before.

The bankers argue that prompt gold-payment is the only remedy to save Japanese business from the present impasse. Inasmuch as a large surplus of idle funds constitutes a grave factor in international exchange, the bankers insist that the best thing would be to "cause this idle money to be released. This would not only create confidence at home, but would strengthen Japan's financial position abroad.

Another reason why the bankers are so strongly in favour of the lifting of the ban is the general expectation that Japan's trade balance this year, in spite of the anti-Japanese boycott in China, will show an increase of exports over imports. The impression had been created that the anti-Japanese boycott had gravely affected the value of the yen abroad, but it is declared such is not the case. Although Japanese trade with China has been hard hit by the boycott, trade with other countries, notably the United States, South America, India, and the Straits, has been much better than previous years.

BRITISH TRADE IN CHINA.

JAPANESE ALARMED AT MANCHESTER COMPETITION.

Manchester goods have not only largely displaced Japanese "piece-goods" in China as a result of the anti-Japanese boycott, but have also successfully competed with German goods dumped in the market, according to data compiled by Japanese consular officials in China. Japanese piece-goods had occupied an important place in the China market until the inception of the boycott, but by the month of May goods from Manchester had assumed the leading position. In July and August the Chinese were buying practically nothing else but British goods, and although the Germans made desperate efforts to secure the lion's share of the trade, that share went to the British Lion. According to the Japanese officials interested in watching the Chinese market.

They point out that not only have British merchants done their utmost to regain their old position in the China piece-goods market, but the Chinese—in their boycott of Japanese goods—have turned to British goods of their own free will. Japanese exporters are alleged to have taken the situation too lightly, and completely failed to observe the measures taken by the British, and to engage in effective counter-measures.

Not only in piece-goods but in the sugar trade, the Japanese have lost (Continued at foot of next column.)

CHINA'S HOME INDUSTRIES.

OFFICIAL DEFINITIONS OF
"NATIONAL GOODS."

In view of the frequent references by Chinese officials to "national goods" in their appeals to the people to support home industries, it is interesting to have an official statement as to what are regarded as "national goods."

The Ministry of Industry, Commerce and Labour recently passed a resolution to the effect that in order to encourage home industry, a distinction must be made between genuine national goods and those produced with foreign capital, raw materials or labour.

The genuine national goods, according to the resolution referred to, must be produced with Chinese capital, raw materials and labour, though when necessary a small portion of foreign capital, imported raw materials or foreign technical assistance may be employed. Genuine national goods are, therefore, classified as follows:—

First Grade National Goods with pure Chinese capital, labour and raw material and under Chinese management; Second Grade, Chinese capital, management, labour and with a small portion of imported raw materials and foreign technical assistance; Third Grade, Chinese capital helped by a small portion of foreign loans, Chinese management, Chinese raw materials, Chinese labour with foreign technical assistance; Fourth Grade, Chinese capital and management, a major portion of raw materials being imported, and Chinese labour and foreign technical assistance; Fifth Grade, Chinese capital helped by a small portion of foreign loans, Chinese management, the greater part of raw material being Chinese and Chinese labour with foreign technical assistance; Sixth Grade, Chinese capital with foreign loans, Chinese management, the greater part of raw materials being imported and Chinese labour with foreign technical assistance.

Semi-national goods are of three grades, produced under the following conditions:—First Grade, Chinese capital, foreign management, Chinese raw materials and foreign labour; Second Grade, Sino-foreign joint capital, foreign management, Chinese raw materials and Chinese labour; Third Grade, foreign capital and management and Chinese labour and raw materials.

REMITTANCES FROM OVERSEAS CHINESE.

ENORMOUS ANNUAL TOTAL.

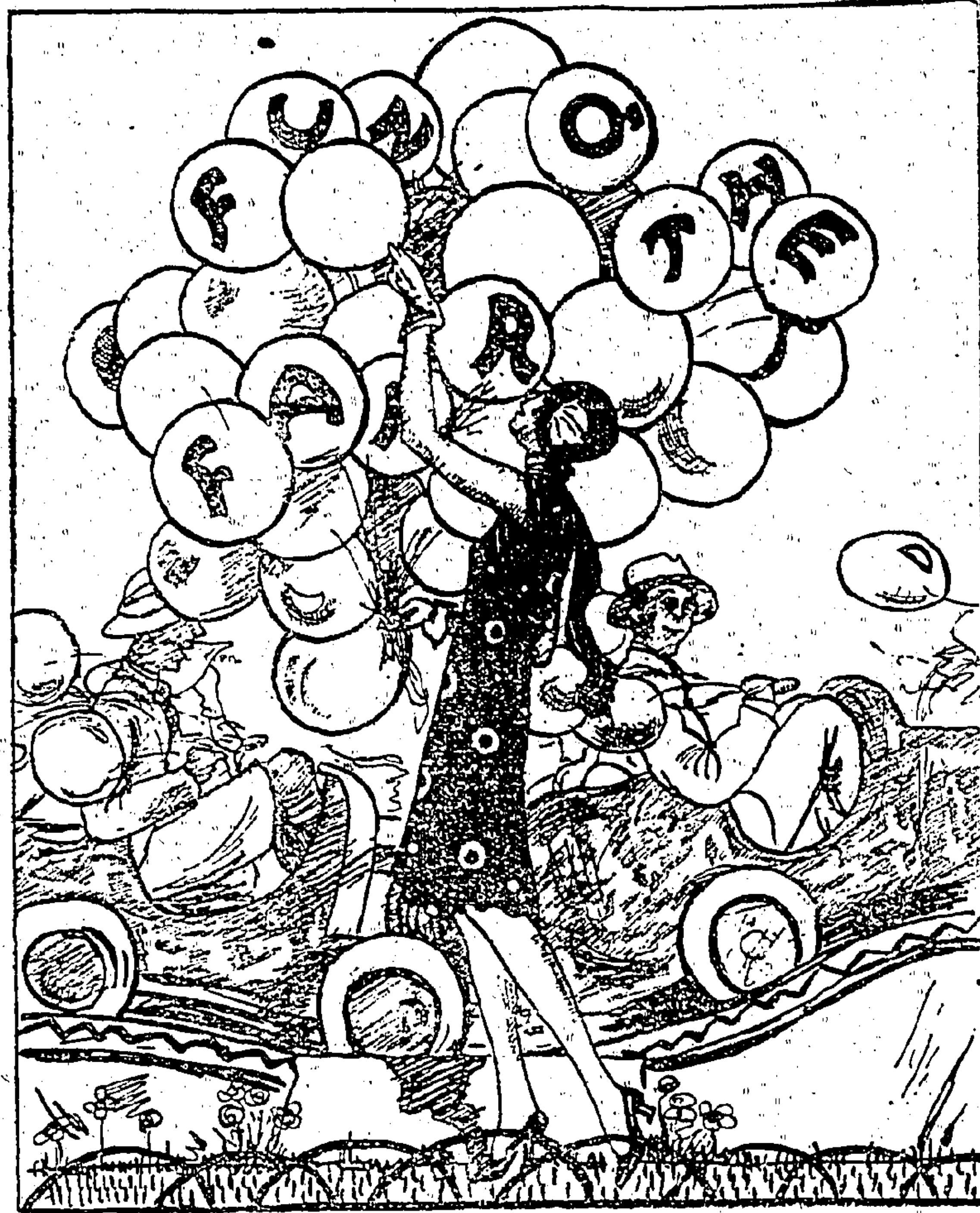
Every overseas Chinese, merchant or labourer sends home annually an average of \$37, according to an estimate by the Yokohama Specie Bank based on remittances from overseas Chinese in 1925. In that year 1,170,000 Chinese in the Straits Settlements remitted altogether \$19,029,000, or \$16 each, 250,000 Chinese in the Philippine Islands \$13,228,000, or \$53 each, and the 810,000 Chinese in the Dutch East Indies \$10,840,000, or \$13 each. The remittances from any of the three foregoing places averaged \$27 a person. Calculated on this basis those 1,800,000 Chinese in Siam, 360,000 in French Indo-China and 200,000 in Burma should total \$43,098,000 referred to above, makes a total of over \$109,000,000. To this must be added the \$50,000,000 or more from the Chinese in Europe and North and South America, bringing the final total to about \$160,000,000, which may be sufficient to cover the unfavourable balance in China's foreign trade.

About 20 years ago a foreign authority estimated the maximum amount of yearly remittances from overseas Chinese to China at Tls. 120,000,000 a year as follows:—Canada and the United States, Tls. 28,000,000; Central and South America, Tls. 6,000,000; Japan, Tls. 2,750,000; the Philippine Islands, Tls. 4,000,000; Straits Settlements, Malay Archipelago, Siam, etc., Tls. 35,000,000; Formosa, Tls. 5,000,000; Hawaiian Islands, Tls. 3,250,000; Australia, Tls. 10,000,000; Siberia and Korea, Tls. 2,000,000; French Indo-China, Tls. 15,000,000; India, Tls. 10,000,000.

to the British. Japanese merchants have purchased 50,000 tons of Cuban sugar for re-export to China, but the British have purchased 300,000 tons of the commodity in Java.

According to information gleaned in Hong Kong business circles, it is feared by the Japanese that it will be extremely difficult to regain their position in the China piece-goods market, for once Manchester has again secured a strong footing in China, British merchants will not surrender that position without a strenuous fight. Japanese officials in China are of opinion that piece-goods manufacturers in Japan should get together and devise effective ways and means to cope with the situation.

HONG KONG WOMEN'S GUILD AND MINISTERING CHILDREN'S LEAGUE



will be held again
at

LEE GARDENS

(through the courtesy of the executors of the late Mr. LEE HYSAN)

on

SATURDAY, NOVEMBER 17th.

Candy and Coffee, Ice Cream and Toffee,
Chutting the Chute, A Band (without flute),
Toys and Balloons, Gypsies and Coons,
Fairings in Plenty and All for You.

CURRENCY REFORM IN KWANGTUNG.

DEBASED COINS TO BE
RE-MINTED.

Owing to the refusal of the Canton public to accept the 20-cent coins issued in 1924, Canton officials and representatives of the local bankers and Chamber of Commerce have organized a commission to collect and re-mint the debased coins. Up to last month coins representing a total face value of over \$541,000 were redeemed at 75. Examination found the coins containing from 50 to 60 per cent. of silver. The commission has ordered \$2,000,000 bullion from Hong Kong and starting minting new 20-cent pieces, each weighing 1.44 gram (standard) and containing 70 per cent. of silver. One side bears an effigy of Dr. Sun Yat Sen, denomination and the date of issue and the other two rice ears. The mint which was remodelled from a plant of the Canton Arsenal, is turning out \$100,000 worth of coins daily.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE]

Rugby, Oct. 25th.	
Paris	124.15
Brussels	34.89
Amsterdam	12.09½
Berlin	20.35
Copenhagen	18.19
Vienna	34.495
Helsingfors	192½
Lisbon	107½
Buenos Aires	80½
Buenos Aires	47½

(Continued at foot of next column.)

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

OCTOBER 26th, 1928.	
B.K. Bonds	\$1,335 buy.
Do. London	\$2141 nom.
Chartered Bank	\$221½ buy.
Mercantile Bank, A. & B.	\$224 nom.
Do. Do.	\$214½ nom.
P. & O. Bank	\$274 buy.
East Asia Bank	\$366 buy, 375 sel.
Canton Insurance	\$453 buy.
North China Ins.	\$163 buy.
Yangtze Insurance	\$350 nom.
China Underwriters	\$255 buy, 24 sel.
China Fire Insurance	\$275 buy.
Hong Kong Fire Ins.	\$300 sel.
Dogplass	\$214½ nom.
H.K. Steamships	\$333 nom.
H.K. Tugs	\$150 nom.
Indo-China (Pref.)	\$404 buy, 42 sel.
Do. (Def.)	\$72½ buy.
Shell Transport	\$118½ nom.
Waterboats	\$23 buy.
Benguet	\$2½ buy.
Kailan Mining Admin.	\$11 nom.
Langkate (combined)	\$11 nom.
Do. (single)	\$11 nom.
S'hai Explorations	\$11 nom.
Shanghai Loans	\$11 nom.
Bauze	\$44 nom.

New York	435.1/32
Geneva	25.20
Milan	22.60
Stockholm	18.14
Prague	18.19
Madrid	30.075
Athens	375
Rio	5.23/32
Bombay	1/6.1/10
Yokohama	1/11.15/16
Shanghai	2/7½
Hong Kong	2/0½
Silver (spot)	26½
Silver (forward)	26½

French Mines	17/8 nom.
H.K. & K. Wharves	\$1394 nom.
H.K. & W. Docks	\$377 nom.
China Providents	\$51 sel.
Hongkong	\$1150 nom.
New Engineering	\$114 buy.
Shanghai Dock	\$106 buy.
Euro Cottons	\$11.10 buy.
Oriental Cottons	\$11.10 buy.
S'hai Cottons (old)	\$11.10 buy.
Do. (new)	\$11.10 buy.
H.K. & S. Hotels	\$9 buy.
H.K. Lands	\$167 nom.
Shanghai Lands	\$128 buy.
Humphreys Estates	\$15.70 nom.
H.K. Realities	\$15 nom.
H.K. Tramways	\$11.10 buy, 22.10 sel.
Peak Trams (old)	\$13 buy.
Do. (new)	\$13.50 nom.
Star Ferries	\$174 buy.
China Lights (old)	\$13.35 buy, 13.60 sel.
Do. (new)	\$13.35 buy.
Do. (1928 issue)	\$13.20 buy.
H.K. Electric (old)	\$155 sel.
Do. (new)	\$155 sel.
Macao Electric	\$174 buy.
Telephones	\$77 buy, cum rights
Do. rights	\$3.30 nom.
China Buses	\$11 buy.
Singapore Traction	\$12 nom.
Do. (Pref.)	\$12/3 buy.
China Sugars	\$1 nom.
Malacca Sugars	\$12½ buy.
Canton Ice	\$43 nom.
Cement (combined)	\$9.50 nom.
Do. (old)	\$8.25 nom.
Do. (new)	\$11 buy.
H.K. Ropes (old)	\$7.50 nom.
Do. (new)	\$7.50 nom.
United Asbestos	\$5 nom.
Dairy Farms	\$23 sel, 23/23½ sel.
Watsons	\$144 buy.
Der A Wings	\$0.50 nom.
Lease Overland	\$3.05 buy.
Mackintosh	\$31 buy.
Sinocera	\$31 buy.
Wm. Foralls	\$3.60 buy.
H.K. Amusements	\$133 sel.
H.K. Constructions	\$11 buy.
H'qua Indus. G.S. Bonds	\$55 prem. buy.
H.K. Govt. Loans	\$55 prem. buy.
Do. (new)	\$55 prem. buy.
buy—buyers; sel—sellers; sel—sales; nom.—nominal.	

DRASTIC RESTRICTIONS ON WATER SUPPLY.

NO RAIN TO BE EXPECTED BEFORE APRIL.

RIDER MAINS TO BE CUT OFF.

STATEMENT OF GOVERNMENT POLICY.

Owing to water shortage and the fact that the dry season appears to have set in, which means no heavy rain may fall until April, drastic steps are being taken by the Public Works Department to conserve the supply on the Island.

Mr. H. T. Creasy, C.B.E., Director of Public Works, has issued an earnest appeal to the public in the following terms:—

Owing to the low water level of the Storage Reservoirs on the Island it has become a vital necessity that the consumption of water for all purposes should be reduced.

The co-operation of the public in preventing waste and reducing consumption to a minimum is earnestly requested.

RIDER MAINS TO BE CUT OFF.

A second notice states:—

It is proposed on November 1st to cut off all Rider Mains and to place the Rider Main Districts on a street fountain supply available throughout the 24 hours.

The Director of Public Works adds that as yet no restrictions will be placed on metered property, but an urgent appeal is made to all householders to save water wherever possible and individual meters will be watched and action taken in the event of waste.

A full explanation of the Government's policy has also been issued and is published below:—

NECESSARY TO REDUCE BY 25 PER CENT.

The Director of Public Works states:—

Owing to the low water level of the Storage Reservoirs on the Island, restriction of water supply was introduced in the Rider Main Areas on September 9th.

It was then hoped that there might be considerable rainfall to raise the situation before the dry season finally set in, but that hope has not been realized.

The dry season appears now to have definitely set in and no effective rainfall can be expected before early April, and it is possible comparatively little may fall till the end of June.

Under the above circumstances, it is necessary to reduce consumption on the Island to a figure which will leave a margin of safety under the most unfavourable conditions, and now that the weather is cooler the sooner the necessary restrictions are imposed the less drastic they will require to be.

It is proposed on November 1st to cut off all Rider Mains and to place the Rider Main Districts on a street fountain supply available throughout the twenty-four hours.

It is not, however, fair or reasonable that one section of the community only should be made to bear the entire burden of the necessary reduction in supply.

For many reasons it is not considered desirable at present to introduce actual restrictions to metered property, but the Government would earnestly appeal to all consumers to cut down their supply at least twenty-five per cent, and economise as far as possible in every way.

In the majority of cases a reduction in consumption of twenty-five per cent, merely means cutting out easily avoidable waste.

Bath water should be used for watering gardens and plants and for other purposes, such as washing down verandahs and drains, and servants should be ordered to economise as far as possible.

Read Your Meter Daily!

It is a simple matter for consumers to read their meters daily and so make sure that their orders are being carried out.

Government will carefully scrutinize the consumptions as registered by individual meters, and take such action as may be deemed necessary where waste is apparent.

Should voluntary restriction prove ineffective, it will be necessary to introduce compulsory restrictions.

I would appeal to you for your co-operation generally in the prevention of waste and reduction of consumption.

ARTERIAL AIRWAY FOR AMERICA.

TWO DAYS FROM PANAMA TO NEW YORK.

BIG SCHEME LAUNCHED.

LONDON, Oct. 2nd.

Plans for the biggest arterial airway in the world, linking up the United States of America, and South America, were, I learn, completed, with the final organisation in New York of the "Aviation Corporation of the Americas."

The new airway will in time become like a giant river fed at intervals by numerous tributaries, bearing passengers and goods from the whole length and breadth of America. It is confidently believed that the airway will weld together

OUTSIDE THE RIDER MAIN AREAS.

REASONS FOR NOT EXTENDING RESTRICTION.

1. DANGER OF FIRE.—If the mains were emptied daily, internal fire services would not function and the Fire Brigade would be without the means of fighting fires, at least in their initial stages when the Brigade is most effective. Even with a turncock standing by the necessary valves, in some cases an effective water supply could not be ensured for possibly half an hour or more after notice to turn on water had been given.

This disadvantage does not occur in the Rider Main Districts even with a fountain supply, as the principal mains are always charged.

2. UNLESS HOURS OF SUPPLY WERE VERY DRASTICALLY CUT DOWN, THE ECONOMY WOULD BE NEGLIGIBLE, IF ANY.

Consumers would probably draw more than the old water unused and draw fresh water each day.

When the mains filled up each day, the sediment in them would be stirred up and the first water from the taps would be possibly black and certainly brown. This water would be run to waste, and so, much of the possible economy would go down the drains.

This is particularly so in the Peak where the distribution pipes are wrought iron.

3. CONTINUAL CHARGING AND EMPTYING OF MAINS IS DANGEROUS AND CERTAIN TO LEAD TO BURSTS AND LEAKAGES.

When a main has been emptied, it naturally becomes filled with air, and when the main is recharged this air has to be expelled as the water fills the pipe. With a single main on a rising grade its filling is simple and not dangerous, but with complicated mains in cross streets at all sorts of gradients very slow and careful filling is necessary or air locks will form and hydraulic pressures and shocks will be set up in the mains, causing pressures far in excess of those the main is designed to withstand.

4. Supplies outside Rider Main Areas are either by street fountain or by meter. Wastage in metered supplies can be quickly noticed, as meters are read monthly and comparison can at once be made with previous consumptions.

Should voluntary restriction prove ineffective, it will be necessary to introduce compulsory restrictions.

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PICTURE EXHIBITION.

JAPANESE WATER COLOURS.

SOME INTERESTING OIL PAINTINGS.

The bi-annual exhibition of Japanese painting opens to-day at Messrs. Komor and Komor's. The pictures are as interesting on this occasion as they always are, perhaps more interesting because they include some half dozen oil paintings and a very large collection of prints besides the usual water colours and pastel. Those artists whose work we associate with Komor's exhibitions are all represented together with certain new men. Yamamoto, Tanabuchi, Kamo, and many others combine to make this exhibition an opportunity to study and appreciate modern Japanese art, and it is interesting to notice that in the foreign medium, oil, the Japanese follows far more closely the Western style.

The Oils.

The oil paintings are studies in technique, often the palette knife has been used to get broad effects noticeably in the skies. The chief merit in these oil paintings is their exquisite lighting effects, and of course, the skill in composition which seems inborn in the Oriental artist. The picture of the moonlit harbour is particularly attractive and there is another woodland scene which is distinctly reminiscent of Corot.

The Water Colours.

Among the water colours both large and small, there is an immense range of subject and price although none of them can be considered costly. Fuji, the sacred mountain, is represented many times in every mood, and all sides of Japanese life are reflected in portrait studies of both men and women. The temples of Nikko faithfully reproduced in every detail, the lovely and ever changing atmospheric effects of the land of the Rising Sun, and of the sea which encircle her are all treated over and over again by different artists with a different vision.

The Prints.

The prints might be roughly divided into three groups. Colour Prints of the modern school, which are gay, full of colour, and extraordinarily interesting in the way in which quite ordinary and even ugly objects are made to serve the purpose of decoration. Prints of the old school, are mostly copies of well-known old masters, of pictures of gods and goddesses, flowers, animals and birds. Modern original prints by well-known masters include elaborate theatre posters giving scenes exact in every detail from the Japanese stage, and wonderful sketches of expressive faces among many other subjects. Prints from either of the two first groups only cost a dollar or so, while even those of the third are no more expensive than the other pictures of the exhibition.

Komor's exhibitions need no introduction to the people of this Colony. They are always awaited eagerly and the pictures sell like the proverbial "hot cakes." It is quite necessary for anyone who wishes to see the exhibition as a whole to visit it within the first day or two after opening, since the paintings are removed when sold.

HONG KONG SHARE MARKET.

MESSRS. BENJAMIN & POTTS' REPORT.

Messrs. Benjamin & Potts, in their weekly report on the local share market, dated yesterday, state:—The slight setback in prices referred to last week seems to have come to an end and although there has not been any extension of business in the local market since the date of our last report, rates seem to have steadied and in some cases higher quotations are to be recorded especially in the more favourite stocks.

Hong Kong and Shanghai Banks have shown renewed strength and were dealt in up to 81,337, closing with further buyers at this figure. The London price is £141 (Middle). Unions were realised again at \$360 at the outset, but have since advanced to \$363. Cantons have had transactions at \$675.

Steamboats are quoted 28½ with no business reported. Kowloon Wharves were put through at \$138½ and more shares are wanted. China Providents after sales at \$5.40 have buyers at \$5.30. Hong Kong and Shanghai Hotels fell away in the beginning of the week to \$82, but a good demand for the shares subsequently raised the price to \$80.20, the market closing easier with sales at \$8.

Hong Kong Lands were again negotiated at \$87 and Realty's at \$8.15, while Humphrey's Estates were taken off the market at \$15.70 and \$15½. Star Ferries have found buyers at \$87½. Hong Kong Trams have been the medium of a fair turnover early in the week at \$22.00, but have since declined and sales were made at the close at \$22.

Hong Kong Electric (old) changed hands at \$52, and the new shares at \$51.

(Continued at foot of next column.)

TO CAMP OR NOT TO CAMP.

SIGNS OF A HARD WINTER.

A POSTPONED ENGAGEMENT.

[BY ROBT. MACWHIRTER, K.H.C.C.]

I don't know whether it's because I'm getting old or what, but everybody nowadays seems to be worrying about something or other.

Folk are just chokful o' alarms and from what I read it would seem that most of us live in a perfect fool's paradise. It doesn't matter what paper or book you lift, there's aye plenty o' folk and to spare crossing mental bridges before they come to them. If it's the future peace in the Pacific, it's the rising tide o' Mormonism. Or again some bright lad discovers that in fifty years time folk will lose the use of their legs or at worst the world's petrol supply will peter out.

Then again it's the iniquity of the flapper vote or what's likely to happen to the Bricklayers Union if Chancellors o' the Exchequer take to mixing mortar wi' their summer holidays.

As I said to Janet just the other night, it's either the exhaustion o' natural resources, earthquakes, glacial movements, over-population, ductless glands, prohibition, spiritualism or eugenics. Sandy Brown's mother said the first time she saw his photo taken in kilts, it's a terrible business all together and hard to thole!

Mind ye, there's a lot to be said in favour o' they Chinese newspapers. To the average foreigner they're no' nearly so upsetting. Even wi' some o' the Chinese themselves they're no' so wearing, for wi' a language like yon and the price o' rice what it is, it's a dollar to a hard pumelo, that it's a toss-up whether your cook-boy thinks he's reading the Three Principles or the latest scandal at West Point. Ay, language like that has its compensations. If you know what I mean, it's no' nearly so disturbing.

But Janet, she doesn't bother much about what's likely to happen to her great-grand bairns. They'll just have to fend for themselves, is her idea. Of course, it's hard for some women to look into the future except it's a case o' booking bridge, engagements and worrying whether it'll mean a new fur collar this year. Ay, we've got about a hundred-weight o' second-hand moth balls in our house right now but still they dinna seem to do much good. It means new things every back-end that a darn or two on the old man's second-best pair o' trousers is neither here nor there. Ay, it's a sair fecht besides being the sign o' a hard winter.

But Janet, she's hard to put off once she gets a notion into her head.

"Man," says she, "dinna' bletcher and let a body have a chance to get a word in edge-ways. Instead o' meaning about other folk, what about yourself?"

"Ay, lass, what now?"

Then she started all over again for about the twentieth time about me going to camp. I'd been trying to hold her off for days but I may just as well have spoken to the Kwongming.

"Ay," says she, "when it comes to this time o' year, I've noticed ye get terrible patriotic. If it's no' Halloween, it's the Ball and now you say ye've promised a man to go to camp on the 18th. A likely thing to be sure! Set you up wi' a kilt oot at Fanning and wearing the boots off your feet. You'll just write and tell him that you canna' go stravaiging the New Territories that week-end anyway. You know you promised to help me at the M.C.L. affair on the 17th August, that's enough to worry me without you making it worse getting shot wi' they nasty machine guns."

"But I got a can o' a camp-bed this," says I.

"A' well you'll be better sleeping in your ain hoose this year. Besides, if I have my way, you'll sleep without rocking the night you get hame frae Lee Gardens."

"A' richt, a' richt, hand your wheest wuman."

As I was saying, material well-being isna' the ultimate object of life. Spiritual well-being is also demanded by civilised men and women. Quite so.

All the same, I think you'll agree wi' me that the establishment o' spiritual peace isna' so simple a thing as it looks.

CHANGES IN HANKOW.

FORTUNE-TELLERS MUST GO.

MODERN PROGRESS.

HANKOW, Oct. 16th.

The streets of Hankow are to lose another of their charms for the lovers of things Chinese. Old shops are being pulled down. The swinging signs are being removed. Now the edict has gone forth that within the next three months the astrologers, necromancers, phrenologists and physiognomists are all to disappear. What a flavour of antiquity there is about even the hames of these professions! And what a fascinating thing it has been to mingle with the crowd while a wily old boy duped a cousin from the country!

The Country Cousin Inquires.

Stand for a minute or two by this little table. Notice the venerable appearance of the gentleman in charge. On his right is the cage containing two small birds. On the front of the table is a long row of cards edge up. In front of him is his white-painted writing-board and his ink and pens. All is eminently respectable, despite the animadversions of the recent edicts.

The country cousin draws near. He looks all round. He asks what it would cost to get a question answered. The old gentleman sympathetically inquires the nature of the question and the bumpkin replies that the farm has been doing badly owing to the drought and he has a rich relative in Hankow. "Stop, stop. You must not tell me anything. For four coppers I will tell you what you want to know," says the fortune teller. The coppers are paid, the door of the cage is opened, two grains of rice are deftly thrown on the needed group of cards, and the bird hops out. It swallows the rice and it hurries back into cage to get two other grains of rice which have just been thrown inside.

The mystic characters on the card are studied. One of them is written in ink on the board. It is looked at from all angles. And then the old gentleman gives the verdict. "You are in need of money. You have come from the country to see a rich relative here. You hesitate to mention the question of money. Do not hesitate. He will listen to all you have to say and certainly help you." The face of the bumpkin brightens, but as he goes the old rascol winks at the foreigner and calls after him, "Mind you, I did not say he would lend you all you want."

The Wayside Doctor.

But these are not the only folks who have to carry their stools and tables home for the last time in December. The distinguished surgeons who pull teeth and perform acupuncture are to go too. Have you ever watched one of these men plunge a dirty, rusty needle straight into the body of his patient? If you have not, you have not seen how stoically a Chinese can endure pain. And even the physicians of repute with their little bottles of pills made from all sorts of queer things must practise no more. Certificates are now required, and how can a man sit for a medical examination who has specialised all his life in making holes large enough to let out noxious vapours in the backs of his fellow-men and done nothing else.

The rules about the fortune-tellers are to apply all through Hupoh Province and the local officials are to gather all the old and blind into homes and to see that the younger ones learn useful trades. Someone will have to do some hustling if the homes are to be ready by December. — North China Daily News.

STOP INDIGESTION THIS EASY WAY.

You can quickly end indigestion, dyspepsia, acidity, heartburn or flatulence by taking a little 'Bisurated' Magnesia after eating or whenever pain is felt. This fine specific gives almost instant relief by neutralising excess stomach acid and stopping food fermentation—the two commonest causes of digestive disorder. Whatever form of stomach trouble worries you, get a package of 'Bisurated' Magnesia powder or tablets. Not only will you derive instant relief, but the delicate lining of your stomach will be soothed, healed, and so strengthened that future attacks are much less likely to occur. 'Bisurated' Magnesia never fails—it has brought relief and care-free digestion to thousands of sufferers, and just as surely will make your own stomach trouble a thing of the past. Be sure and try this great stomach remedy to-day.

THE STUDENT PRINCE
IN OLD HEIDELBERG

With RAMON NOVARRO
NORMA SHEARER

THE immortal story of Prince and peasant maid brought to the screen in a picture whose beauty and romance you will long remember!

AT THE QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.00, 7.15 & 9.30.

Forty men against four thousand! An amazing story of the adventures of three brothers in the French Foreign Legion!

RONALD COLMAN
IN
BEAU GESTE

Based on the famous novel by Percival Wren
with NOAH BEERY-NEIL HAMILTON.

AT THE WORLD FINAL SHOWINGS TO-DAY
Special Times and Prices.
Orchestra 5.00 & 9.30. Interpreter 2.30 & 7.15.

JAMES MURRAY
HELENE COSTELLO

Put your money on a sure winner!

SEE IN OLD KENTUCKY
A Metro-Goldwyn-Mayer picture

AT THE STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.

WURM'S
STOMACH DOCTOR

The Best Bitter for the Stomach.

Best Remedy for Poor Appetite, Deficient Digestion and Disorderly Stomach.

Obtainable at
THE WING ON CO., LTD.

'Bayer' Tablets of Aspirin

Secure Your Tablets

"Bayer" Tablets of Aspirin, dissolve them in water. Their action will be better and stronger. The numerous tablets on the market have not the same beneficial action. Bayer's Tablets are perfectly harmless, and give rise to no complications of stomach trouble.

"Bayer" Tablets of Aspirin are harmless. You can recognize the original package by the Bayer Cross.

In Between



You know that period of the year, both now and again in the Spring when our climate is uncertain. Some mornings and evenings are cold, but not cold enough to need an overcoat, yet an extra garment is needed.

For this "in between" season a "BRAEMAR" Woollie or Pull-over meets the requirement.

Made in Scotland in pure wool in a delightful range of colours and designs, and being "Scotch" Knit they are sturdy made to withstand hard wear. The very thing, too, for wear after a strenuous round of Golf or a hard set of Tennis.

Call and see them at

MACKINTOSH'S,
MEN'S WEAR SPECIALISTS

Alexandra Building,
Des Vaux Road.



OPENING AND CLOSING FACILITATED BY

NEW SCREW CAP

Simple
Safe &
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No corkscrew necessary

Possibility of leakage
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THE NAVY'S CHOICE



PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

BANDITRY IN HUPEH.

ROBBERY AND WANTON
DESTRUCTION.VENGEANCE ON TEMPLES
AND PRIESTS.

HANKOW, Oct. 18th.

Among the brigand leaders who are causing misery in South Hupeh is one named Peng, who claims to be a leader in the Red Army and is making his headquarters in the hilly country on the borders of Tongshanhsien. He is said to be the leader of several thousand men, and is now negotiating a union with two other bands so as to increase his power. It was one of these latter bands which visited a Christian Church and robbed the preacher. Just as they were leaving, they noticed his store of rice, which he had brought in just after the harvest, ready for the winter, and, as it was not possible for them to carry it off, one of the band emptied the contents of a tin of oil over it. It is this brutal destruction of that which they cannot carry away which makes the people so bitter.

Peng and his band have been making their headquarters on the slopes of the Kiuksungshan, which are very precipitous. The temples there are very popular in quiet times, for the gods of the shrines have control over rain and drought and can scatter prosperity or want at their will. Having burned many villages and captured many people, pressure has been brought on the military to round up this band, and soldiers have been sent to surround the mountain and to destroy the various roads which lead up it. There is now a rumour in the vernacular press that Peng is venting his wrath on the temples and the priests. It is said that the idols have been smashed and several of the priests killed. —N.C. Daily News.

MUNICIPAL SCANDAL AT
NINGPO.

\$300,000 SPENT IN A YEAR.

NOTHING TO SHOW.

NINGPO, Oct. 18th.

To-day's local paper contains a totally unexpected item of news indicating that the Ningpo municipal government is about to be dissolved and the management of the city turned over to the District Magistrate's office.

It is said that a report has been received from Hangchow, to the effect that the Ningpo municipal government has used \$300,000 in one year for administrative expenses with very little to show in the way of results commensurate. After careful investigation, the provincial government has come to the decision that Ningpo has no need of a municipal government.

It is supposed that the decision to turn the administration of the City over to the Hsien Tsing Fu is an endeavour on the part of the Provincial Government to fall into line with the scheme for the administration of provinces by districts which has already been outlined by the Ministry of the Interior. This scheme makes no provision for municipal governments in any cities.

Chkiang is divided into over 70 hsien of which Ningpo is one. During the next 12 months the Provincial Government is to make an attempt to organize at least 20 of these districts on the lines laid down by the Ministry of the Interior. The \$300,000 saved on the Ningpo municipal government is to be distributed among the districts as follows, \$10,000 each to the 20 districts under consideration, and the remaining \$10,000 to other districts which have difficulty in meeting their expenditure.

Up to the present there is little local comment on the new scheme, except a mild editorial protest that the municipal government has shown plenty of enterprise in the matter of street widening and cleaning up the city generally. —N.C. Daily News.

THEFT FROM TROOPSHIP.

VICKER'S MACHINE-GUN
STOLEN.

A report has been made to the Hong Kong police by Staff Captain Thorpe that a machine-gun has been stolen from the converted troopship *Taming*. The *Taming* recently left here for Weihaiwei to pick up troops and stores for Shanghai. On arrival it was discovered when stores were unpacked that a Vicker's machine-gun and a loose steel carton which were entered as being on board were missing.

CONVICTS AS WIT-
NESSES.ROBBER FAILS TO HELP A
WOMAN.SEVERE SENTENCE FOR
RECEIVING

It is not often that a prisoner who has been convicted for armed robbery and has had a taste of the "cat" will openly admit his guilt after stern denials in the higher Court.

Two prisoners recently sentenced to five years' imprisonment were brought before Mr. R. E. Lindell at the Central Magistracy yesterday to give evidence on behalf of a woman who was charged with receiving stolen property. The woman's defence was that she pawned certain articles under pressure from the men who gave them to her. At the time she was not aware that the articles were the proceeds of the two armed robberies in respect of which the prisoners were convicted. It was to verify this statement that the prisoners were brought to Court from the goal.

The prisoner Hung Yau was convicted in respect of the armed robbery at No. 363, Des Vaux Road West, while the other, Lau Cho, was sentenced for his part in the armed robbery at No. 31, Hay Wong Terrace. Both these men were arrested at No. 142, Hollywood Road. The woman was also found at this address, and a pawn ticket, in one of her boxes provided a clue to the discovery of the stolen articles in pawnshops in addition to those found in her cubicle.

Hung Yau admitted that he took part in the armed robbery in Des Vaux Road. The woman was given certain articles to pawn with a promise of twenty or thirty cents for her trouble, but she was not in a position to know that they were stolen property. After some hesitation he also admitted that articles stolen from the Hay Wong Terrace flat were also found on his floor, but he was not aware of their presence. He denied having taken any part in this robbery. The other prisoner, Lau Cho, was an occasional visitor to his floor and came to see him.

The second prisoner, Lau Cho, denied that he knew anything about the robbery or which he was convicted. He further denied that he knew the woman in the dock or the other prisoner.

His Worship observed that Hung Yau had had the decency at least to try and help the woman out. He (Lau Cho) had no decency and was a "brute beast."

In sentencing the woman to a total of twelve months' hard labour on the charges of receiving the stolen property, his Worship remarked that there was no doubt she assisted the robbers by pawning the articles.

JAPANESE PURSER'S MERRY
EVENING.LOSS OF POCKET BOOK AND
MONEY.

HIMSELF TO BLAME!

Fumio Inouye, second purser on the s.s. *Tenyo Maru*, on his own admission at the Central Magistracy yesterday, drank more beer than was good for him with the result that a number of people who came to help him get out of a ricksha "pinched" his pocket book in which was \$18 in Hong Kong money and 14 yen.

It was his own fault, Inouye said, for losing the money. When he left his friends at the Chitose Hotel, he had a very hazy knowledge of his whereabouts. He entered a ricksha and simply uttered the word "ferry" to the coolie.

He was instead given a ride through a number of side streets and was finally dumped in a lane where four men helped him out. A little later he found his pocket book gone. It was all the money he had and there was nothing to do but to go back to the Hotel and sleep there till the morning. (Continued on next column).

S.S. "TAI LEE" REHEARING
DECISION.APPEAL FAILS, BUT FINE IS
REDUCED.MARINE MAGISTRATE ON
"CARGO."

At the Marine Court yesterday morning, Comdr. J. B. Newill, R.N., D.S.O., delivered his judgment in the re-hearing of the case against the master of the s.s. *Tai Lee* for working cargo on Sunday, August 25th. It was found that the offence had been committed but in view of the small quantity of cargo worked that day, the fine of \$250 was reduced to \$150.

Mr. M. K. Lo who appeared on behalf of the defendant intimated that the case was one of principal rather than the amount of the fine. The judgment delivered covered the points of the offence as to the definition of cargo and of the workmen termed as "runners" who brought the goods on board. However, Mr. Lo would ask his Worship to decide in his judgment as to whether the ship had been worked or not, as this had not been clearly decided, and whether the evidence of the comrade had been accepted, that the food stuffs were brought on board by the people themselves through their agents.

Mr. Lo said that this was an important question and it was possible that the defendants might make a further appeal.

His Worship agreed to the point raised in his judgment and reduced the fine to \$150, in view of the small amount of cargo loaded.

The Magistrate's decision was as follows.

The Decision.

The evidence shows that certain goods were placed on board on a Sunday and the question arises as to whether these goods come under the definition of cargo.

The ordinance does not define cargo but merely states what is not included in the term cargo and with certain exceptions is personal baggage.

Stroud's Judicial Dictionary, however, defines baggage and this term is usually employed in connection with ships, "such articles of necessity or personal convenience as are usually carried by passengers for their personal use" and is synonymous with personal luggage.

By "luggage" we are able to understand such articles of necessity or convenience as are usually carried by passengers for their personal use and not merchandise or other valuables, although carried in the trunks of passengers which are not designed for any such use but for other purposes such as sale or the like.

In this case the goods were not required for the personal use of passengers but were most probably sold at a profit at the termination of the voyage. The meter of the passengers who are termed "runners" is somewhat obscure, but they act in a minor capacity as freight or passengers brokers for the benefit of the charterers. The charterers thus receive some consideration for allowing these people free passage and by permitting them to carry small quantities of merchandise and freight they are undoubtedly paid indirectly.

For these reasons I am unable to accept the argument of the defence that this form of merchandise is personal luggage and I find that cargo was worked on Sunday in contravention of ordinance.

The quantity loaded appears to be small and the fine previously imposed will be reduced to \$150.

Police investigations following the report of the theft resulted in the arrest of a ricksha coolie who was found to have four yen notes hidden in his sandals. The man was charged with the theft of the pocket book, but on the application of his solicitor, Mr. Leo d'Almada, Sen., the case was adjourned until this morning.

Inouye made the extraordinary request that the money found on the prisoner should be given back to the accused, as it was his misfortune to have been robbed. He was prepared to forgive if all the money should "come back" to him.

His Worship suggested that the four yen should be placed in the Court's poor box. Inouye agreed to this being done and left the Court to rejoin his ship.

"Jeannine, I Dream
of Lilac Time"

Here is the theme-song from the motion-picture production "Lilac Time." The melody has been made into a smoothly melodious waltz that takes all the effort out of dancing. "Jeannine" has just the touch of sentiment that everybody wants. Drop in and hear all of these new Victor releases some time this week.

Jeannine, I Dream of Lilac Time—Waltz (from the Motion Picture production, *Lilac Time*) With Vocal Refrain. Out of the Dawn—Fox Trot (from the Motion Picture production, *Warming Up*) With Vocal Refrain. NAT SHILKNET and THE VICTOR ORCHESTRA. No. 21572, 10-inch.

Memories of France—Waltz With Vocal Chorus. THE TROUBADOURS. **That's Just My Way of Forgetting You**—Fox Trot With Vocal Refrain. JEAN GOLDRETT and HIS ORCHESTRA. No. 21590, 10-inch.

Ten Little Miles From Town—Fox Trot With Vocal Refrain. **Driftwood (Just a Little Bit of)**—Fox Trot With Vocal Refrain. GEORGE OLSEN and HIS MUSIC. No. 21589, 10-inch.

Rag Doll—Fox Trot. **Kiddle Kapers**—Fox Trot. VICTOR ARDEN-PHIL OHMAN and THEIR ORCHESTRA. No. 21588, 10-inch.

My Angel—Fox Trot (Theme Song from the Motion Picture production, *Street Angel*). **Revenge** (Theme Song from the Motion Picture production, *Revenge*). FRANKLYN BART. No. 21591, 10-inch.

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Chater Road.

New Orthophonic
Victor RecordsIGNORING A TRAFFIC
SIGNAL.TRAMWAY DRIVER AS
DEFENDANT.

STORY NOT ACCEPTED.

An incident which occurred on the afternoon of October 17th near the King Edward Hotel resulted in the appearance of a motorman of the Tramway Company before Major C. Willson at the Central Magistracy yesterday afternoon on a summons for disregarding a signal given by a traffic constable at the junction. Mr. R. A. Wadeson appeared for the defendant.

A Shantung constable who was on duty at the post stated in evidence that east-bound tram-car No. 20 stopped at the halt near the Hotel. At the same time a number of motor-cars were approaching from the Wanchai direction, car No. 578 leading and the last vehicle being a motor cycle combination driven by Traffic Sergeant Baker. The driver of car No. 578 indicated that he intended to turn into Ice House Street in the direction of the Star Ferry. Witness gave a clear signal to the motor-car driver and a stop signal to the tram-car. The latter paid no heed and got on the move, a collision being averted by the motor-car driver pulling up in time while taking the turn.

Cross-examined by Mr. Wadeson, witness said he told the tram-car driver he would be summoned. The car was then passing him and did not stop.

Mr. Marcel's Evidence.

Mr. C. P. Marcel, the driver of car No. 578, said that on receiving a signal to proceed he took the turning into Ice House Street when the tram-car which was then stationary began to move in spite of the constable's warning signal which was given by holding his hand up facing the tram-car while witness was asked to come along by signals with his left hand. Witness had to pull up his car suddenly and proceeded after the tram-car had passed. He was then approached by Sergt. Baker and agreed to give evidence if a prosecution arose.

In answer to Mr. Wadeson, witness said the signal was quite clear. The constable kept holding his right hand up to the tram-car driver and waved to witness with his left hand.

Traffic Sergt. Baker bore out the evidence given by the previous witness. He said he had also to pull up in order to avoid a collision with (Continued on next column).

THREE POLAR AIRMEN
KILLED.ELECTROCUTED ON HIGH
TENSION WIRE.

PARIS, Sept. 30th.

Three Italian airmen were killed by a high power electric wire and their machine wrecked yesterday near Valence, in the valley of the Rhone.

The Italian Navy hydroplane, *San Marino*, was on its way home from Spitzbergen, where it had been co-operating in the search for Amundsen, when, as it was flying above the Rhone, it turned to avoid a furious storm coming up the valley. As it swung round the plane struck the wire of the Versors power station.

The machine crashed into the river, while its propeller was torn off, and the engine broke away and plunged into the water. Commander Pinso, Lieutenant Crosio, and non-commissioned officer Della Gatta were in the front cabin and went down with the plane, all killed at once; it is believed by the electric current of 30,000 volts. Their bodies, which have not yet been recovered, and the wreck of the machine were swept away by the current.

Two mechanics, who were in the after cabin, were rescued by witnesses of the disaster and taken to hospital with slight injuries.

Commander Pinso was the first Italian pilot despatched to look for the ill-fated Latham aeroplane which had been sent by the French Government to succour the noble expedition. He left Bergen last Wednesday. His belief was that the Latham had been forced down on the sea.

The fate of the *San Marino* brings up to eight the number of deaths among those who set out to rescue the survivors of the Italia.

Mr. Marcel's car which had been forced to stop suddenly owing to the tram-car getting away against the policeman's signal.

Defendant's Story.

In the witness-box, the defendant stated that he carried out his usual routine of landing and picking up passengers at the halt. He then grounded the gong twice, and had put his regulator handle to third notch when the constable suddenly put up his hand as a signal to stop. He did so, but there was not enough room for the motor-car to pass in front of his vehicle. The constable then motioned to him to proceed and he continued his journey.

After the close of this evidence, Mr. Wadeson, submitted that the defendant's story of the incident was the more probable and that the signal was given when he had already started to move. It was not likely that a policeman would hold his hand up to a stationary tram-car.

His Worship registered a conviction, fining the defendant \$10.

INVESTITURE AT GOVERNMENT HOUSE.

EIGHT LOCAL RESIDENTS DECORATED.

BRILLIANT ASSEMBLY OF OVER 400 GUESTS.

HONOURS FOR THOSE WHO ENTERTAINED THE DEFENCE FORCE.

At the investiture held last night at Government House the eight local ladies and gentlemen who were mentioned in the last Birthday Honours list were invested by His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.).

The recipients of the honours were entertained to dinner at Government House before the ceremony, which was attended by over 400 guests.

The assembly with the men in full evening dress and wearing their decorations and the ladies in magnificent gowns and jewellery was particularly brilliant.

His Excellency addressed each of the recipients of honours separately, and the whole procedure was very impressive, the Chief Justice (Sir Henry Gollan, K.C., C.B.E.), who wore crimson robes with a full-bottomed wig, reading the Royal Warrant in each case before the decoration was pinned on by His Excellency.

THE RECIPIENTS.

The honours conferred are as follows:

Commander of the Order of the British Empire (C.B.E.).—Mr. H. K. Holmes, the Crown Solicitor.

Officers of the Order of the British Empire (O.B.E.).—Dr. S. W. T'so, LL.D.; Mr. R. Sutherland of Messrs. Jardine, Matheson & Co., Ltd.; and Miss L. E. Mackay, R.R.C. (member of the Royal Red Cross), Matron in Queen Alexandra's Imperial Military Nursing Service and Matron of the Military Hospital.

Member of the Order of the British Empire (M.B.E.).—Mrs. C. G. Alabaster, Mrs. E. D. C. Wolfe, and Mrs. H. R. Remington. Imperial Service Order (I.S.O.).—Mr. A. J. Reed, of the Senior Clerical and Accounting Service, accountant of the General Post Office.

THE CEREMONY.

After dinner H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.) and Mrs. Southorn received their guests in the lounge, after which, with the exception of those who were taking part in the processions, the guests took their places in the ball room, which was beautifully decorated for the occasion.

His Excellency entered in state accompanied by his A.D.C. and eight gentlemen in the following order:—

Captain A. J. L. Whyte, R.E., A.D.C., and walking in pairs, the two Indian A.D.C.'s, Acting Subadar Major Dhanna Singh, and Acting Subadar Major Pirar Ditta, D.C.M., Colonel Stewart and Colonel Bostock, Mr. W. W. Hornell, C.I.E., and Colonel Skinner, the Hon. Mr. E. R. Hallifax, C.M.G., C.B.E., and Commodore J. L. Pearson, C.M.G., Sir Henry Gollan, K.C., C.B.E., and H.E. Major-General C. C. Luard, C.B., C.M.G., H.E. the Officer Administering the Government. While this procession moved up the ball room to the dais the band of the K.O.S.B. under the baton of Mr. Fitzgibbon, A.R.C.M., played processional music, and as soon as His Excellency and his cortège had taken up their position on the dais the band played the first six bars of the National Anthem.

MR. H. K. HOLMES, C.B.E.

The processions of those to receive their decorations were formed up outside the ball room and entered in the following order:—

The first procession headed by Major H. B. L. Dowbiggin, A.D.C., was that of Mr. H. K. Holmes, C.B.E., the Crown Solicitor. Mr. Holmes was supported on the right hand side by the Hon. Dr. R. H. Kotevall, C.M.G., and on the left by Mr. Jenkin, C.B.E. The procession halted just in front of the dais with Mr. Holmes facing His Excellency.

The Chief Justice (Sir Henry Gollan, K.C., C.B.E.) then received a copy of the warrant from Captain Whyte, and read it aloud as follows, afterwards handing it to Captain Whyte.

GEORGE THE FIFTH by the Grace of God of Great Britain, Ireland and the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India, and Sovereign of the Most Excellent Order of the British Empire: We do hereby grant unto you the Dignity of a Commander of Our said Order and hereby authorise you to have hold and enjoy the said Dignity and Rank of a Commander of Our aforesaid Order together with all and singular the privileges thereunto belonging or appertaining.

Whereas We have thought fit to nominate and appoint you to be a Commander of the Civil Division of Our said Most Excellent Order of the British Empire: We do by these presents grant unto you the Dignity of a Commander of Our said Order and hereby authorise you to have hold and enjoy the said Dignity and Rank of a Commander of Our aforesaid Order together with all and singular the privileges thereunto belonging or appertaining.

Given at Our Court at Saint James's under Our Sign Manual and the Seal of Our said Order, this Fourth day of June 1928 in the Nineteenth year of Our Reign.

By the Sovereign's Command, (Sd.) EDWARD P. Grand Master

His Excellency then addressed Mr. Holmes as follows:—

"My close association with you in your capacity as Crown Solicitor during the last three years has enabled me to realize how completely you have deserved the honour which His Majesty has been pleased to confer on you. Your legal ability has been coupled with tact, discretion and devotion to duty which are beyond all praise. Nothing was too difficult, nothing was too much trouble when your advice was sought, and when the Shanghai Defence Force was sent to Hong Kong and the Military Authorities were suddenly confronted with

many complex legal questions it was to you that this Government turned to help them. It was no surprise to me to receive from the General Officer Commanding a glowing encomium of your work on behalf of the Military Authorities and the Imperial Government.

It gives me the greatest personal pleasure to be the means of investing you with the Insignia of a Commander of the Most Excellent Order of the British Empire, and I offer you my heartiest congratulations.

Having received the insignia of the C.B.E. from Major H. B. L. Dowbiggin, A.D.C., who carried it on a red velvet cushion, His Excellency then invested Mr. Holmes. Mr. Holmes and his supporters then took up their allotted positions on the dais facing the audience.

DR. S. W. T'SO, O.B.E.

The second procession led by Captain P. Perfect, K.O.S.B., consisting of Dr. S. W. T'so, O.B.E., supported on the right hand by the Hon. Mr. H. T. Creasy, C.B.E., and the Hon. Mr. C. McI. Messer, C.B.E., on the left then advanced to the dais in the same manner as the first procession.

The same procedure was gone through, here and in the following investitures, the Chief Justice reading the warrant, expressed in similar phraseology, and His Excellency addressing the recipient of the decoration before investing them.

His Excellency made the following address to Dr. T'so:—

"It gives me great pleasure to be the means of investing you with the Insignia of an Officer of the Most Excellent Order of the British Empire. For over thirty years you have been devoting yourself to work for the public good of the people of this Colony. The fact that you are actively connected with no less than seventeen public or semi-public bodies in Hong Kong is sufficient testimony of your public spirit. Nor have you been content to be a lay figure on any of the committees with which you have been associated. Your energy and initiative have been unbounded, and the Colony owes you a great debt for the practical interest you have shown in all matters connected with the prevention of disease, the furtherance of education and the preservation of law and order.

"I congratulate you most warmly on the honour which His Majesty the King has conferred upon you." The insignia of the O.B.E. was handed by Captain Perfect to His Excellency who invested Dr. T'so.

Miss Mackay.

The second procession having taken up its position on the dais, the third procession moved up the ball-room led by Captain Johnson, A.D.C. to H.E. Major-General C. C. Luard, C.B., C.M.G. Miss Mackay, Military Division, O.B.E., was supported on the right by Sir Robert Ho Tung and on the left by Mr. George Duncan.

Addressing Miss Mackay before investing her His Excellency said: "It gives me great pleasure to be the means of investing you, on His Majesty's behalf with the Insignia of an Officer of the Military Division of the Most Excellent Order of the British Empire.

"The distinctions you already wear bear testimony to your long and distinguished record in the Nursing Service of His Majesty's Forces, and it has pleased His Majesty to confer on you this further distinction, not only in recognition of your past service, but as a special mark of appreciation of the ability with which you carried out the extra work and responsibility thrown on your shoulders by the arrival of the Shanghai Defence Force.

"I congratulate you and wish you all success in your noblest of callings."

Honours For Those Who Entertained Shanghai Defence Force.

When Miss Mackay and her supporters had taken their places on the dais four processions moved up the ball room together. These in the order of investiture were: Pay-Commander Rogers, M.B.E., followed by Mr. R. Sutherland, O.B.E., who was supported on the right by the Hon. Sir Shou Son Chow and on the left by Mr. P. J. Wodehouse. Mr. Wright, R.A., followed by Mrs. Alabaster, M.B.E., who was supported on the right by the Hon. Mr. C. G. Alabaster, K.C., and on the left by Mr. Ho Kom Tong. Major H. B. L. Dowbiggin, A.D.C., followed by Mrs. Remington, M.B.E., supported on the right by Captain Doyle and on the left by Colonel Robertson. Captain P. Perfect, K.O.S.B., followed by Mrs. Wolfe, M.B.E., supported on the right by the Hon. Mr. E. D. C. Wolfe and on the left by Mr. E. Cook.

When the leading member of procession 5, that headed by Pay-Comdr. Rogers, was five yards from the dais, the four processions halted and His Excellency made a short address to those who were to be invested as follows:—

Ladies and Gentlemen,—The sudden arrival of the Shanghai Defence Force found the Colony very inadequately provided with social amenities for the largely increased number of troops which were for a time stationed in Hong Kong.

An appeal was made for help and the response was as prompt as it was generous. With the aid of the local Young Men's Christian Association and particularly of its energetic secretary, Mr. J. H. Hunt, O.B.E., special canteens were established both in Hong Kong and in Kowloon, concerts were arranged, and facilities for sports were organised, all by voluntary helpers at considerable sacrifice of time, energy and convenience, and the work was continued with unflinching zeal throughout the heat of the trying summer weather.

It was impossible to give separate recognition to each individual helper where the whole community has done so well, but His Majesty, desirous of conferring on the community a signal recognition of His appreciation of the efforts made on behalf of His troops, has been pleased to confer honours on six of the ladies and gentlemen who took part. Mrs. Russell Brown and Captain Adey are absent today, but it is my privilege to invest Mr. Sutherland, Mrs. Alabaster, Mrs. Remington and Mrs. Wolfe with the insignia of the honours conferred on them.

Mr. Sutherland, O.B.E.

Pay-Commander Rogers then advanced with Mr. Sutherland's procession, the warrant having been read His Excellency addressed Mr. Sutherland as follows:—

His Majesty has been pleased to promote you from the position of a Member to the position of an Officer in the Most Excellent Order of the British Empire. You have worked and continue to work incessantly for the welfare of the Troops in Hong Kong. You organised concerts, sports and entertainments, and your continued interest has again been shown in your important contribution to the success of the recent Tattoo.

I congratulate you.

His Excellency then invested Mr. Sutherland, and addressed each of the 4 others decorated for the same services, before investing them.

Mrs. Alabaster, M.B.E.

To Mrs. Alabaster he said:—You share with Mrs. Wolfe the distinction of having devoted more of your time to the work of the Young Men's Christian Association canteens than any other voluntary worker.

Your efforts in organizing the libraries have been specially appreciated, and your popularity with the members of His Majesty's Forces is a splendid testimony to the appreciation evoked by your work.

I congratulate you on the honour conferred on you and have much pleasure in investing you with the Insignia of a Member of the Most Excellent Order of the British Empire.

Mrs. Remington, M.B.E.

To Mrs. Remington:—You were responsible for organizing the Ladies' Service at the canteen in Kowloon, the success of which was due in no small measure to your untiring efforts on its behalf. The same spirit which led you to the War Service of which you wear the honoured distinctions, no doubt led you to volunteer for the arduous labours of the Kowloon canteen, and your devotion to duty, even at the expense of health itself, won unstinted admiration.

I have much pleasure in investing you with the Insignia of a Member of the Most Excellent Order of the British Empire and in offering you my congratulations.

Mrs. Wolfe, M.B.E.

To Mrs. Wolfe:—You share with Mrs. Alabaster the distinction of having devoted more of your time and energy to the work of the Young Men's Christian Association canteens than any other voluntary worker. On you devolved the task of organizing the entire restaurant side of the Young Men's Christian Association canteen in Hong Kong, including the personnel, the equipment and the food. The extreme popularity of this canteen was largely due to the excellence of the food and drink provided and for this His Majesty's Forces were indebted to your initiative and organizing ability. Your tireless energy was an inspiration to all helpers.

I have much pleasure in congratulating you on the honour conferred upon you, and in investing you with the Insignia of a Member of the Most Excellent Order of the British Empire.

Mr. Reed, I.S.O.

To Mr. Reed:—For over forty years you have served in the clerical branch of the Civil Service of this Colony, in the course of which you have risen to the very responsible position of Accountant of the General Post Office, and have become one of the mainstays of that important institution. In recognition of your long, faithful and efficient service His Majesty the King has appointed you to be a Companion of the Imperial Service Order, and it gives me much pleasure to invest you with the badge of the Order. I congratulate you heartily on this well-earned honour.

The Ceremony Completed.

When the investiture was finished the members of the various processions descended from the dais and moved to the centre of the ballroom in the following order.

From Left to Right: Captain P. Perfect, A.D.C. and Major H. B. L. Dowbiggin, A.D.C., followed by Captain Johnson, Mr. Wright, R.A., and Pay-Comdr. Rogers, R.N. Sir Henry Gollan, K.C., C.B.E., His Excellency the Officer Administering the Government and His Excellency the General Officer Commanding. Mr. R. Sutherland, O.B.E., and Mr. H. K. Holmes, C.B.E.; Miss Mackay, R.R.C., O.B.E., and Dr. T'so, O.B.E.; Mrs. Alabaster, M.B.E., and Mrs. Remington, M.B.E.; Mr. Reed, I.S.O., and Mrs. Wolfe, M.B.E.; The Hon. Mr. E. R. Hallifax, C.M.G., C.B.E., and Commodore J. L. Pearson, C.M.G.; Mr. W. W. Hornell, C.I.E., and Colonel Bostock; Colonel Stewart and Colonel Skinner; Sir Shou Son Chow and The Hon. Dr. R. H. Kotevall, C.M.G.; Mr. P. J. Wodehouse and Mr. Jenkin, O.B.E.; Sir Robert Ho Tung and The Hon. Mr. H. T. Creasy, C.B.E.; Mr. Duncan and The Hon. Mr. C. MacI. Messer, C.B.E.; Colonel Robertson and Mr. Ho Kom Tong; Captain Doyle, O.B.E., and The Hon. Mr. C. G. Alabaster, K.C., O.B.E.; Mr. E. Cook and The Hon. Mr. E. D. C. Wolfe, C.M.G.; Mr. Dixon and Lieutenant Atkins, and bringing up the rear the two Indian A.D.C.'s and Captain A. J. L. Whyte, R.E., A.D.C.

When this procession reached the centre of the ballroom the members dispersed and mingled with the other guests.

The band of the K.O.S.B. which had given processional music during the ceremony continued to play during the rest of the evening to entertain the guests.

WORK DONE ON "SHINYO MARU."

BOTH LITIGANTS GET JUDGMENT.

EACH TO PAY THE OTHER'S COST.

After a protracted hearing the case in which one sub-contractor sued another sub-contractor for work done on board the a.s. *Shinyo Maru* on July 3rd of this year, was concluded yesterday at the Summary Court before Mr. Justice P. Jacks.

The plaintiff, Kwok Yee, claimed from the defendant, Li Ming, the sum of \$263 being balance for work done. The defendant counter-claimed for \$278 for work which plaintiff had left undone and also the cost of installing new electrical wires in the bunkers which the plaintiff's workmen had burnt.

Mr. A. el Arculli appeared for the defendant and Mr. W. D. Owen was for the plaintiff.

After a witness had been called to prove that a new set of electrical wires had to be installed because the old ones were burnt in several places through the negligence of the plaintiff's workmen, Mr. Arculli addressed the Court.

He reminded his Lordship that there was no dispute as to the price which the work was contracted for and that there was also no dispute as to the fact that defendant had to supply the paint. The only thing in dispute was the balance of money due to the plaintiff.

In this connection, Mr. Arculli said that the reason why plaintiff had not been paid in full was because he had omitted to do certain work which was in the contract.

"You cannot paint half a table when you have contracted to paint a table," Mr. Arculli added. The tender, he said, specially called for painting and scraping the bunks.

In doing this it was most important to paint the tank tops and the bilges because they came in for the heaviest wear and carried most dirt. The evidence showed that the defendant had expressly told the plaintiff about this piece of work, and it was also given in evidence that defendant himself had contracted this work from the original contractor, Toh Kee. "Would it therefore be likely that defendant had told the plaintiff not to do this piece of work when he himself had promised the original contractor to see to it," Mr. Arculli asked.

Furthermore the plaintiff knew that he had to do the work to the satisfaction of Toh Kee and not the defendant. It became at once obvious that defendant had particularly impressed upon the plaintiff what to do. Toh Kee had also given in evidence that plaintiff had admitted that he burnt the wires and that he had left a certain part of the work undone. All plaintiff asked of Toh Kee was not to make the reduction too heavy.

For the plaintiff, Mr. Owen said that as to the burning of the wires there was no direct evidence that plaintiff had done it. It was only a presumption. He also said that the witnesses for the plaintiff had simply borne out that painting the bilges and tank tops was not part of the contract.

After reviewing the facts of the case, his Lordship gave judgment to the plaintiff on the claim with costs. On the counter-claim judgment was given in favour of Mr. Arculli's client to the extent of \$139.40 with costs.

CHINESE ART.

EAST AND WEST.

Mr. Tse Tsan Tai, author of "Ancient Chinese Art," has received the following interesting letter from Mr. Laurence Binyon, the famous poet, art critic and authority on Chinese Art, and Director of the Department of Prints and Drawings of the British Museum.

Dear Mr. Tse Tsan Tai,—Thank you so much for sending me your pamphlet "Ancient Chinese Art" which I have read with interest.

I agree with you in thinking that it is through the arts that East and West can best come to know each other; and how essentially akin are the greatest productions of either hemisphere!—Believe me, Yours sincerely, (Sgd.) LAURENCE BINYON.

Wm. POWELL, Ltd.

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Well fitting Pyjamas play a big part as regards a restful night's sleep, a fact you cannot afford to lose sight of. Our Pyjamas are cut on full lines and being made by expert tailors will give every satisfaction. We also make to order at the shortest notice.

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NEW ADVERTISEMENTS.

NOTICE.

THE PRIZES won at the V.R.C. ANNUAL AQUATICS will be Presented at 9 P.M. on SATURDAY, THE 27th OCTOBER, 1928, at the V.R.C. All Competitors and their Friends are cordially invited.

No Charge will be made for Admission.

C. J. COOKE,

Hon. Secretary,
VICTORIA RECREATION CLUB,
[6908]

CLUB LUSITANO.

CIRCULAR.

A COMISSAO DIRECTORA do Club Lusitano tem a honra de convidar os Excmos. Srs. Socios e suas Famílias do Club de Recreio, da Associação Portuguesa de Socorros Mutuos e desta Club e demais Membros da Comunidade Portuguesa para se reunirem na Sala "LUIZ DE CAMOES" do Club Lusitano na SEGUNDA-FEIRA, 29 de CORRENTE, as 5 H horas da tarde, a fim de assistirem a RECEPCAO em honra do Sr. Exa. o MINISTRO de PORTUGAL Sr. PEQUING.

O Secretario,

E. D. DA ROZA,
Hon. Sec. de Outubro de 1928,
[6908]

NOTE THE DATE.

NOVEMBER 7th, 3 To 7 P.M.

AT THE
HELENA MAY INSTITUTE.

Mrs. W. T. SOUTHERN
HAS KINDLY CONSENTED
TO OPEN

A SALE OF WORK
IN AID OF THE FUNDS OF THE
NEW WESLEYAN SAILORS'
AND SOLDIERS' HOME.

GOODS TO SUIT EVERY PURSE
AND EVERY PERSON.

TEAS WILL BE PROVIDED AT
50 CENTS PER HEAD.

THE HONG KONG ELECTRIC
CO., LTD.

NOTICE.

THE SHOWROOM at No. 2, QUEEN'S ROAD CENTRAL, will be REMOVED to New Premises at No. 12, DES VUEX ROAD CENTRAL (POWELL'S BUILDING), on the 27th INSTANT.

GIBB, LIVINGSTON & CO., LTD.
Agents. [6955]

NOTICE.

OWING to the Demolition of Our Present Premises, We will REMOVE from 12, QUEEN'S ROAD CENTRAL to 13, QUEEN'S ROAD CENTRAL (almost directly opposite) on or about the 31st of OCTOBER. Our new Grinding Factory will be located at the Rear of the Same Premises and provision has been made for a Waiting Room in the Front Centre of the New Store. We assure our Clients of the same careful and accurate Service that has been a feature of this Store for the past forty years.

Per N. LAZARUS,
(Hong Kong's Only European Optician).
(Signed) R. A. COOPER,
Registered Optometrist, F.I.O.,
Manager. [6901]

NOTICE.

M.C.L. PRISON BRANCH.
STOP WATCH COMPETITION.

THE WATCH will be Wound and Sealed on 1st NOVEMBER at 10.30 A.M. It will be placed in a Sealed Case in Messrs. LANE, CRAWFORD, LTD. The Time at which the Watch Stops and the Time of the Winning Ticket will be advertised.

In the event of the Actual Time Ticket Not Having Been Sold, the Next Nearest Numbered Ticket after the Second at which the Watch Stops will be the Winner.

Holders of Books of Tickets are requested to return the Counterfoils, Unsold Tickets, and Money for Tickets Sold, to Mr. J. L. WATSON, Manager, Western Station on or before the 31st OCTOBER, 1928.

Tickets Issued but Not Paid for by that Date will be CANCELLED. [6904]

WHY Continue to suffer when POO ON HERBS are within your reach—Croup, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diarrhoea, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO.,
66, QUEEN'S ROAD CENTRAL, 1st Floor.
Tel. C. 5009.

INTIMATIONS.

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SEVENTH EXTRA RACE MEETING to be held on SATURDAY, 10th NOVEMBER, 1928 (Weather Permitting), may be obtained at the Race Course, Horse Kowloon, and CANTON WAY BAY STABLES. Entries will CLOSE at 12 O'CLOCK Noon on WEDNESDAY, 31st OCTOBER, 1928. [6874]

THE DIOCESAN BOYS' SCHOOL, HONG KONG.

THE FOURTH PAYMENT of SCHOOL FEES (1928-9) is due on THURSDAY, NOVEMBER 1st. ANNUAL EXAMINATIONS will be held in NOVEMBER and PROMOTIONS made the LAST WEEK in NOVEMBER.

NOVEMBER is a Good Time for New Boys to join the School. The NEW YEAR'S WORK Begins on MONDAY, DECEMBER 3rd. The NEW SYLLABUS will be issued in NOVEMBER. French will be added as a Class Subject in the Senior Classes. Chinese is compulsory for all Boys.

The CHINESE NEW YEAR HOLIDAYS will be from about WEDNESDAY, FEBRUARY 1st, to about MONDAY, FEBRUARY 27th, 1929.

W. T. FATHERSTONE,
Headmaster. [6896]

MACAO CHARITY AND COMMERCIAL FAIR.

THE Executive Committee Cordially requests the pleasure of the presence of the General Public at the INAUGURAL CEREMONY of the FAIR on SATURDAY, 3rd NOVEMBER, 1928, at 9 P.M.

COL. DUARTE VEIGA,
Chairman. [6891]

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HEAD OFFICE—25, Des Voux Road Central. Tel. C. 6234.

FIRST BRANCH—5, D'Almeida Street (For Ladies only.) (Tel. C. 6234)

SECOND BRANCH—22, Queen's Rd. Cent. (For Ladies & Gents.) (Rear Ground Floor of KAYAMALL BUILDING.)

Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.

BUSINESS HOURS.

8 A.M. to 7 P.M. on Week Days.
12 Noon to 6 P.M. on Sundays.

AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 21, BARK LANE, E.C.4, is constantly receiving enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

If Local Companies desirous of taking up further Agencies will let us know the Lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

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EXPERIENCED British Lady STENOGRAPHER (now in Shanghai) desires immediate Employment.—Address: Box No. 6895, c/o Hong Kong Daily Press. [6895]

INTIMATIONS.



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MARRIAGE.

RIEMER—WALKER.—On October 20th, at Shanghai, FLORENCE ERNESTINE HELEN WALKER to ERNEST BERTRAM CLAUDE RIEMER.

DEATH.

PEDERSEN.—On October 21st, at Shanghai, RAGNVALD PEDERSEN, 2nd engineer, Norwegian a.s. Wilfred, aged 35 years.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, OCTOBER 27th, 1928.

MARSHAL LI TSAI HSIN.

We think it will be little short of a disaster if the rumours are true that Marshal Li Tsai Hsin intends to resign his position in Canton and to devote himself exclusively to political work in Nanking. We hold no brief for Marshal Li either as an individual, or as a great organiser and administrator, but he is the recognised and generally accepted leader in Kwangtung. There is no one who can readily take his place and the Province cannot be left without someone at the head of affairs who will command the respect, and to some extent the loyalty, of all sections of the community. Naturally if Marshal Li resigns, his successor will be appointed by Nanking. That is where the danger lies. There will probably be several aspirants for the position, some with supporters in the North and others with followers in the South

and a clash of interests would seem to be inevitable. At the best there is bound to be a re-awakening of intrigue and jealousy in a province which for some months now has given signs of gradually settling down to a programme of orderly development.

Confidence in the stability of the local government is the one great essential to a revival in trade. Fear that Marshal Li's absence would tend to undermine the confidence which was just beginning to manifest itself was the reason why his friends implored him not to leave Canton, for any consideration, at this critical period in its history. Certainly nothing untoward has happened whilst the Marshal has been conferring with the politicians in the North, but that is no evidence the fears were groundless. The past few months have been months of considerable anxiety to the officials awaiting his return and many telegrams have been dispatched in the hope of hastening that journey. Now if Marshal Li comes back simply to resign, as is suggested, and a less popular chief takes his place, the whole work of moulding the conflicting elements into a cohesive whole and providing a basis of understanding and co-operation between the Government departments, will have to be done over again. And who can say whether it will be successfully accomplished? It is a serious, and entirely unnecessary risk which would be avoided completely by a declaration that the Marshal intended to stay permanently in the position for which events have proved he is pre-eminently fitted. We trust that such a declaration will be issued and that the disquieting rumours of other plans, which are doing a considerable amount of harm, will be finally laid to rest.

As we have many times stated the establishment of strong provincial governments is of far more importance to China to-day than the concentration of power authority in the hands of a committee in Nanking. That Committee may clothe itself with the trappings of Government but it will have no power beyond that which the provinces care to accord it. An example of the difficulties which will arise has been given in Swatow recently. We have previously described, in some detail, the activities of the Surtax Bureau there and the opposition of the merchants which developed to such an extent that, for a time, all export business was stopped. An appeal was made by a number of Chambers of Commerce to Nanking and an order was sent to the Tax Bureau that the regulations to which exception had been taken were not to be enforced. Apparently, however, about the same time Canton authorised the Bureau to proceed according to programme. We do not believe Canton at this stage would openly set Nanking's orders at defiance. There has been a misunderstanding somewhere, but the fact remains that the officials in Swatow refuse to recognise Nanking and flaunt the telegrams from Canton as an excuse for continuing their policy of "squeeze." If by some conceivable chance Canton upheld the Surtax Bureau against the orders from the North what effective measures, other than the recommencement of civil war, could Nanking take to enforce her commands.

The late Sir Fielding Clarke, of Coppid Hall, Stifford, Grays, formerly Chief Justice of the Western Pacific and of Hong Kong, and afterwards of Jamaica, left £37,043, net personality £35,888.

The King has purchased from Mr. Lynwood Palmer, the artist, a picture of Colorado, Lord Derby's famous race-horse, for presentation to the Emperor of Japan, on the occasion of his enthronement next month.

Mr. Richard Howard Mortimore, of Cullompton, Devon, late Consul-General at Mukden, died intestate, a bachelor without parent, leaving £28,037 8s. 7d. gross. Letters of administration are granted to his brothers.

The death is announced of Mr. G. R. Mills, senior partner of the publishing house of Mills and Boon, Ltd. He married, in 1912, Rose Shawood Anderson, daughter of the late John Graham Anderson, of Hong Kong.

A young woman who gave her name as Ikio Broomfield, has been sent to the Lunatic Asylum having been found wandering about the Supreme Court, apparently insane. She is of mixed European and Japanese extraction.

His Excellency the Portuguese Minister to China is expected in the Colony on Monday and a reception in his honour is being held on that day at 5.30 p.m. at the Club Lusitano. It is hoped that members and their wives will turn up in good numbers.

The Doll and Cradle Raffle run by the Kowloon branch of the Ministering Children's League has been won by ticket No. 150. The thanks of the Committee of the Kowloon Branch are extended to Messrs. Kayamally & Co. for so kindly selling tickets.

Mr. Mei Lan Fong, the famous Peking actor, arrived in Hong Kong yesterday by the *President Tayt* and party, all staying at Hotel Savoy. They will proceed to Canton to open the Show there and later return to Hong Kong to open their engagement at the new Ko Shing Theatre.

His Honour the Chief Justice (Sir Henry Gollan, J.P.) has appointed Mr. E. P. H. Lang (Deputy Registrar of the Supreme Court) to be a Commissioner for oaths to take declarations, affirmations, and attestations of honour in the Court, so long as he shall hold the office of Deputy Registrar.

The proprietress of the Palace Hotel writes to us in connection with the Sikh money lender case reported yesterday as follows:—It is hardly necessary for the Palace Hotel to disclaim all association with the so-called "Palace Hotel Financial Corporation." We understand that the principal is still conducting business in the timber yard.

It is announced that Captain Guy Waterhouse Halifax has been selected for the post of British Naval Attaché at Paris, to date October 15th, in succession to Captain J. M. Phipps, C.M.G., M.V.O., O.B.E. Captain Halifax entered the Navy 30 years ago, and became a lieutenant in 1905, afterwards specializing in torpedo duties. During the war he was torpedo officer of the battleship *Ajax*, in the Grand Fleet, and was promoted to commander in June, 1917. Later, he was appointed to the Wireless Telegraphy Department of the Signal School. His promotion to captain was made in June, 1924, when he was serving at the League of Nations. From August, 1926, he commanded H.M.S. *Carlisle*, on the China Station.

News comes from America of an ingenious method of earning a living which will, no doubt, find its way to England in the course of time. Offers to purchase land suitable for air-ports are inserted in advertisement columns of newspapers. Those who reply are asked to what price they would be prepared to sell their land. One woman informed the advertiser that she was willing to sell her land for \$9,000. He in turn informed her that the land would, of course, have to be "inspected" by an expert before the transaction was completed. The fee for his inspection would be \$50, "in addition to the expert's travelling expenses," payable (by her) in advance. She paid the fee and the expenses. The "expert" came, made his inspection, pronounced the land unsuitable, and departed, leaving the disappointed client more than \$50 poorer and considerably wiser.

"As I have always had the reputation of being late for my appointments, my job will still be to be late at my funeral—may it long be postponed—and I hope my friends will enjoy the joke. Make me ten minutes late." This is the strange conclusion to the will of Mr. P. T. Goodban, of London, who died leaving property valued at £189,323. He left the bulk of his fortune to his wife. Mr. Goodban's will was not read, however, until after the funeral, which had taken place punctually.

Silver articles made either in the reign of Mary Tudor or under Cromwell's régime are one of this autumn's collecting fads in London. Both these are brief periods in history, Commonwealth silver being marked between the years 1649 and 1658, and Marian only from 1553 to 1557. A Commonwealth bowl and jug made in 1656, brought nearly £450 when put up to auction not long ago, and a Marian piece sometimes realises £50 or more on auction. The priceless collection in Lord Swaythling's possession contains a Marian example made in 1550, and known as "Archdeacon Wright's Jug," which is impressed with the curious maker's mark of "a stag's head caboshed." A silver alms-dish in St. George's Chapel, Windsor, was made in the same year. Lord Swaythling also owns a remarkable twelve-sided Cromwellian silver-gilt cup, made in 1649, and Lord Rosebery a smaller cup made six years later.

In connection with the fiftieth anniversary of the "world's first tests of the dynamo," interesting reminiscences are given in the *Journal of the Franklin Institute* by C. F. Brush, the inventor of the arc light dynamo, and Elihu Thomson. Brush relates how he first tested his dynamo in a sawmill, using a team of horses to get the required power. He excited his dynamo with a single battery, and he relates his joy when the machine suddenly began to develop electric power and the horses were nearly brought to a stop. It is interesting to remember that even in those days Deschanel's "Natural Philosophy" was regarded as a standard authority on electricity. In 1880 the Brush system of electric lighting was exploited in Great Britain and throughout Europe, a factory being equipped in London. The unit of electric current was then called the "weber." It was not until the International Conference in Paris in 1881 that the "ampere" was officially adopted. In the early days, Brush made all the requisite working drawings himself, and also all his special-testing appliances. It was a "one man" laboratory. He wrote all his own patent specifications and tested and personally adjusted all his lamps and dynamos. Elihu Thomson carried out the Franklin Institute in 1873. The lack of instruments made it necessary to improvise all kinds of methods of making measurements. He relates that the Committee of the Senate in 1900 which advised the establishment of the Bureau of Standards at Washington, took into consideration papers by Lord Kelvin and Prof. Synder in arriving at their decision. So far back as 1861, Elihu Thomson had observed curious high frequency phenomena, and in 1889 he constructed a high frequency alternator.

There is good news from Louisville, Kentucky. One city of the world at least has got rid of the old and tiresome necessity of leaving the motor-car, and finding somewhere to leave it, before shopping joys could begin. The solution was already long overdue, for millions of cars are being bought every year in the United States, and it is only by extreme luck or extreme cunning that the motorist avoids a long walk between his parking place and his real destination, if that destination is a popular centre like a department-store. Legs that need to be at their fittest for the long tramps that have to be often lost their first freshness between the car and the shop. This is bad for business, and has already lasted too long. Now comes the solution, and it is beautiful in its simplicity. It is simply a new application of the cafeteria principle. The motor-car is to go into the shop. The shopping is done by driving slowly, along grooved slots, stretching out a hand to either side, piling the chosen goods in the car, and driving out past the cashier's desk. It saves much else besides the legs, for the business of wrapping and sending home goods need be no more. Undoubtedly life will be more strenuous for shopwalkers, and there are other complications. The shoplifter will find a closed car more useful than a cloak. The shopper who stays undecided at the counter pondering and weighing her choices, and letting time decide, will not only make a bigger block in the traffic, but, with the best will in the world, will only too often fail to start a stone-cold engine. Unless the human heart changes, the shopper of clear-cut decisions will find his intended exit painfully slow. He will find himself deliberately held up while the salesman's litany of possible wants is chanted at him. But the real greatness of the new development will be seen, not among the stately counters of dignified merchandise, but in the bargain basement.

The finest lace in existence, so precious that its value cannot be ascertained, has just been sold to America. It is priceless not only in itself, but in its associations, for it is the complete set of bed-hangings which Napoleon gave to the Archduchess Maria Louise on the occasion of their marriage. The groundwork is powdered with the "Imperial Bee" and the Napoleonion Crown forms the corners. The border carries sprays of the lilies of France. The King's Galleries, Chelsea, London, have sold this wonderful relic to St. Louis, U.S.A., at a price that is stated to be many thousands of pounds.

Mrs. Aimée Temple McPherson, the "Four Square Gospel and Lighthouse" evangelist from Los Angeles, who has announced a campaign for the "conversion" of England, claims a small connection with the Far East. According to her own story, when she was 17 a young evangelist—an ex-boiler-maker named Semple—"upset" her. After he had left the town she wrote to him. He came back, and they were married when she was 18. Soon after he went out to China as a missionary, and she went with him. In two years he died in a Hong Kong hospital. She next married Harold McPherson, a wholesale grocery salesman. They had a son. In 1921 the marriage was dissolved on the ground of incompatibility.

Viscount Folkestone spoke the other day for millions when he avowed that he had no idea at all about school examinations, "except that I could not pass the damned things myself." Multitudes of paternal hypocrites, forced to keep up an appearance of knowing everything, will warm to the viscount for his honest and healing confession. The questions that the boys and girls of subjects they are expected to be "up to" in, completely paralysed their parents, and convict them, at the bar of their own consciences, of being ignorances of a prehistoric, semi-anthropoid type. But they never dare say so; they strive desperately to maintain the illusion of omniscience; and Lord Folkestone's simple admission, if it were to be repeated by all who realise its truth, would hardly leave a home without some shattered household idol.

SAFETY IN HONG KONG.

WHAT A CHINESE SAYS IN HIS WILL.

Why a Chinese left his native village and sought safety in Hong Kong was disclosed in his will. It says: "Owing to the chaotic conditions in the interior of China during the past few years, I brought my family to Hong Kong to live. I have purchased a house in New Kowloon Tong, being Lot No. 308, from the Hop Chung Building Company, for the sum of \$13,916.50.

The above will was made by Chan Yan Po, who died at a friend's house at No. 84, Bonham Road, on June 2nd this year. He leaves property in Hong Kong amounting to \$8,100. Probate has been granted to his widow, who is the sole executrix. The will also states that two instalments amounting to \$8,000 had been paid on the house, which he bequeathed to his widow.

WIDOW LEAVES \$12,000.

A Chinese widow named Tang Hu Shi, alias Hu Pui King, who died on May 10th, this year, leaves estate in the Colony amounting to \$12,200. Probate of her will has been granted to her daughter-in-law and nephew-in-law. Bequests mentioned in the will were of a family nature.

BANK COMPROMISER'S ESTATE.

Estate amounting to \$25,900 was left by Emile Nam Hee, formerly chief compromiser of the Hong Kong and Shanghai Banking Corporation at Saigon, Indo-China. He died intestate on August 6th, 1928, leaving a widow and six children. Letters of administration have been granted to Mr. L. R. Andrews, of Messrs. Johnstone, Stokes and Master, attorneys of the widow.

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory, Hong Kong, at 5 p.m. yesterday state:—

The anti-cyclone is probably central to the east of Vladivostok.

The typhoon now appears to be about 250 miles east-south-east of Manila, but its position and direction of motion are uncertain.

Local forecast:—North-east winds, moderate; fine.

THIRD KUOMINTANG CONFERENCE.

OPENING FIXED FOR BEGINNING OF NEXT YEAR.

CENTRAL OFFICE MAKES CERTAIN OF A MAJORITY.

FRESH REGISTRATION OF OLD MEMBERS.

It has been decided by the standing committee of the Central Executive Council of the Kuomintang that the Third Kuomintang conference will be held at the beginning of January next year. It is announced that the Central Party Office shall have the power to nominate one half of the delegates to be sent by the district Kuomintangs to the conference, while the districts themselves will be allowed to nominate the remaining half. This will insure that the Central Office will have a majority.

It is further announced that all members admitted to the party prior to 1924 must be registered again. This is a move on the part of the younger members to get rid of the Tung Ming Hui party, the predecessor of the Kuomintang. These two decisions are taken as showing that the conservative element in the party is in a very strong position and stands in little fear of what the radicals may do.

A disarmament conference, attended by all the high officials in Manchuria, has decided that the Manchurian army shall be reduced to 100,000 men. The government will make provision for all soldiers who are disbanded under the new scheme, and will find them employment either in agriculture or industry.

SIGNIFICANT DECISIONS.

[THROUGH REUTER'S AGENCY.]

NANKING, Oct. 26th. An important decision was reached to-day by the standing committee of the Central Executive Council of the Kuomintang, when it was decided that the Third Kuomintang Conference should be held on January 1st, 1929.

A most significant clause however is attached to the decision, stating that the Central Party Office will have the power to name half the delegates to be sent by the district Kuomintangs to the National Conference, while the other half will be elected by the district offices. This practically means that the Central Office will control at least half the votes of the conference.

Another very important decision is shown by the announcement that members of the old Tung Ming Hui and all persons admitted to the Kuomintang prior to 1924 will be reinstated.

The younger members contend that the present Kuomintang is very different from the old Tung Ming Hui or Kuomintang of past years, and they have no liking for the so-called "Old Guards." It has been their platform to demand re-registration of all Party members, hoping thus to eliminate the "Old Guards."

The foregoing two decisions mean a significant victory for the conservative members and also mean that the present Government and the present leaders are firm in their places and feel that the radicals have little chance of giving much trouble.

CHAIRMAN'S FIVE WORDS.

[THROUGH REUTER'S AGENCY.]

NANKING, Oct. 26th. The following members of the new National Government of China took their oaths of office yesterday.

General Tan Yen Kai, Chairman of the Executive Yuan.

Dr. C. T. Wang, Foreign Minister.

General Feng Yu Hsiang, Minister for War.

Mr. T. V. Soong, Finance Minister.

Mr. Wang Peh Chun, Minister of Communications.

Mr. Sun Fo, Minister of Railways.

Dr. H. H. Kung, Minister of Industry.

Mr. Yi Pei Chi, Minister of Agriculture.

Mr. Chiang Mon Lin, Minister of Education.

Mr. Hsueh Tuh Pi, Minister of Health.

Mr. Chow Tai Wen, Vice-Minister of the Interior.

Professor Tsai Yuan Pei represented the Central Kuomintang.

Marshal Chiang Kai Shek asked the new Ministers to remember the five words:—Pure, careful, industrious, strict, alert.

FURTHER APPOINTMENTS.

[THROUGH REUTER'S AGENCY.]

NANKING, Oct. 26th. A mandate appoints General Chao Tai Wen, the Vice-Minister, to hold concurrently the post of Acting Minister of the Interior. Li Tsung Jen becomes President of the Military Advisory Council. Li Tsung Jen is Chief of Staff and Ho Ying Ching Inspector-General of Military Training.

SIMPLON EXPRESS DISASTER.

COLLISION WITH OTHER TRAIN.

THIRTY-ONE PASSENGERS KILLED.

[THROUGH REUTER'S AGENCY.]

BUKHAREST, Oct. 26th. It is believed that thirty-one passengers have been killed and forty-seven injured in a collision between the Simplon express from Bukharest and an express from Sinu near Slatina.

A sleeping car, two first class coaches, a luggage van and a mail van on the Simplon express were wrecked and twenty-five persons have been admitted to hospital at Slatina.

Among those killed are four foreigners, an Italian engineer, his wife and daughter and a Greek. The accident was due to faulty working of the points.

HUENEFELD'S PACIFIC FLIGHT.

VENTURE ABANDONED.

BAD WEATHER CONDITIONS.

[THROUGH REUTER'S AGENCY.]

TOKYO, Oct. 26th. Baron von Huenefeld has abandoned his trans-Pacific flight owing to unfavourable weather conditions.

Following his forced landing near Tokyo, Baron von Huenefeld was making preparations for a flight across the Pacific to Seattle via the Aleutian Islands. The aviator expected to set off about the 29th or 30th of this month.

LEAGUE'S MANDATES COMMISSION.

GRATIFYING REPORTS.

[THROUGH REUTER'S AGENCY.]

GENEVA, Oct. 26th. The Marquis Theodor presided at the opening of the fourteenth session of the League of Nations Mandates Commission. He expressed pleasure at the growth of interest in the League's work in connection with mandates. The Director of the Secretariat of the Mandates section was gratified with most of the reports of the mandatory Powers received before Sept. 1st.

The British, French and Japanese representatives declared that any members of the Commission visiting their respective mandated territories would be welcomed and given every facility.

RESTRICTION ON ARMS TRAFFIC.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 26th. The State Council has notified the Superintendent of Customs at Shanghai that from now on, all shipments of arms and ammunition, and munitions of war of any kind passing through Shanghai, even when accompanied by permits, must be detained.

On detention, the Superintendent is instructed to communicate with the Nanking authorities giving details of the shipments and asking for instruction. This is a precautionary measure against the unlimited restriction of arms.

BACK TO NORMAL.

[THROUGH REUTER'S AGENCY.]

PEIPING, Oct. 26th. It is officially stated that by November 1st all extra Japanese troops sent to North China (except Shantung) on the approach of the Nationalists to Peking will have returned to Japan, leaving the normal garrison.

ROUND ABOUT METHODS OF MOSCOW.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 26th. The North China Daily News states that \$450,000 from the Komintern in Moscow was transferred via Berlin to M. Anikiev, the Soviet Commercial Attaché in Tokyo, who forwarded the amount to the credit of a Japanese subject in Shanghai, whence it either passed or is in the process of passing into the hands of Chinese Communists for subversive propaganda.

SIMON COMMISSION IN INDIA.

INDEPENDENT FINANCIAL ADVISER.

"ECONOMIST" EDITOR INVITED.

[THROUGH REUTER'S AGENCY.]

POONA, Oct. 26th. In order to have expert advice from a British financial authority not connected with Indian central or provincial finance, it is understood that the Simon Commission has invited Mr. W. Layton, the editor of the Economist, to join the Commission in India in December.

TRANSIT OF GOODS THROUGH RUSSIA.

PARTIAL LIFTING OF SOVIET BAN.

[THROUGH REUTER'S AGENCY.]

MOSCOW, Oct. 25th. The Council of Labour and Defence of the Soviet Government has decided to permit the transit of foreign goods through the Soviet Republic provided that the goods are being moved between countries with which the Soviet has normal diplomatic relations and trade treaties.

The goods must be accompanied by the requisite certificate of origin.

The Commissariat of Trade will draw up a list of goods which will not be permitted to pass through the Soviet Republic.

THE FOREIGN SECRETARY'S HEALTH.

BACK TO WORK IN A MONTH.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 25th. Sir Austen Chamberlain, the British Foreign Secretary, who is now in California, is expected to return via Vancouver, and Canada and to be home on Saturday, November 24th. It is anticipated that he will attend the League of Nations Council meeting on December 10th.

Sir Austen's health has greatly improved.

INTERNATIONAL LABOUR OFFICE.

DIRECTOR TO VISIT JAPAN.

[THROUGH REUTER'S AGENCY.]

GENEVA, Oct. 25th. M. Albert Thomas, the French Director of the International Labour Office, has arranged to leave next week on a visit to China and Japan.

He will remain in Japan for at least three weeks, according to present arrangements.

THE FIGHT AGAINST MALARIA.

GOVERNMENTAL BOARDS OF EXPERTS.

[THROUGH REUTER'S AGENCY.]

GENEVA, Oct. 25th. The League of Nations Hygiene Committee has adopted the Malaria Sub-Committee's report, which proposes that each Government should institute a permanent central organization, composed of experts, to undertake malaria investigation.

It is also proposed that the central organizations should formulate recommendations regarding the selection of methods for combating malaria, and adopt a programme of research into the relations between housing conditions and malaria.

THIS YEAR'S NOBEL PRIZE WINNER.

RESEARCH AGAINST TYPHUS.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 25th. It is announced from Stockholm that the Nobel Medicine Prize for 1928 has been awarded to Professor Charles Nicolle, the Director of the Pasteur Institute at Tunis, for his work in connection with typhus.

ARAB OUTRAGE IN MOROCCO.

SUCCESS OF PUNITIVE EXPEDITION.

RANSOM DEMANDED FOR MERCHANT.

[THROUGH REUTER'S AGENCY.]

CASABLANCA, Oct. 25th. The troops requisitioned to punish the tribesmen involved in the hold up which occurred at Wadzem in the hinterland report that the job has been successfully accomplished.

Zubitaga however is still apparently in the hands of the bandits, as he has been able to communicate to the French authorities that a ransom is required.

The French Press is showing agitation at the increasing number of fatal affairs in their protectorate.

It was reported on October 22nd that while crossing dangerous ground which necessitated a slow speed, a lorry containing a driver and two Spanish merchants by name Pomares and Zubitaga, found their way blocked by two donkeys.

A couple of Arab horsemen suddenly appeared and opened fire, and Pomares was wounded. The driver immediately accelerated, but the lorry was soon brought to a standstill as the petrol tank was holed.

The Arabs prevented the three travellers from escaping and shot the driver dead despite his appeal "I am the father of four children."

They carried off the others after taking their money, but Pomares, seeing the police in the distance, managed to fall from his horse but was again wounded by the two bandits, who then escaped carrying Zubitaga with them.

TAX ON SHIPPING PROFITS.

COLLECTION IN COUNTRY OF MANAGEMENT.

[THROUGH REUTER'S AGENCY.]

GENEVA, Oct. 25th. An international conference held under the auspices of the League of Nations for the purpose of considering the imposition of double taxation for fiscal evasion, passed a resolution to the effect that the profits of shipping companies should only be taxed in the country where the effective management of the concern was established.

The conference also adopted an amendment, submitted by the Japanese delegate, extending the principle to commercial air transport undertakings.

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GERMAN REPARATIONS PROBLEM.

COMMITTEE OF EXPERTS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 25th. It is understood that the preparations for the formation of the proposed Committee of Experts on German Reparations have been considerably facilitated by the conversation which took place in Paris last Friday between Mr. Winston Churchill and M. Poincaré.

It is considered probable that the Committee of Experts will meet before the end of the year.

TRIALS OF NEW H.M.S. "LONDON."

COUNTY CLASS CRUISER.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 25th. The latest ship in the Navy to bear the name of London is now undergoing her trials, the result of which will be kept secret, in accordance with modern Admiralty practice.

As soon as her trials are completed, H.M.S. London is to go out to the Mediterranean as flagship of one of the Cruiser Squadrons there. She is one of the 10,000 ton County Class and not one of the 8,000-ton City Class.

London has always been very keenly interested in ships named after it, which have been numerous, both armed merchantmen and ships of the regular Navy.

The last warship of the name was a 18-knot battleship of 15,000 tons, which distinguished itself in the Dardanelles in 1915 and afterwards co-operated with the Italian fleet at Toranto. After the Armistice, she was broken up.

GOVERNOR SMITH SCORES.

TELLING RETORT TO HOOVER.

DOORS RUSHED BY MOB.

[REUTER'S AMERICAN SERVICE.]

BOSTON, Oct. 25th.

The presidential campaign is gathering momentum and the public is at last showing signs of interest in the issues. As a smart retort to Mr. Hoover's undoubted success at New York on Monday, Governor Al Smith, the Democratic candidate scored a decided triumph at Boston last night.

A thousand people eager to secure admission broke down the doors and forced their way into the seething audience while Governor Smith was speaking.

It is estimated that over fourteen thousand persons were present, and they roared frenzied approval when the Democratic nominee met Mr. Hoover's challenge that he proposed to meet the perplexing problems of the country by resorting to State Socialism.

Mr. Hoover's attack was based upon the proposals outlined by Mr. Smith for dealing with Prohibition, farm relief and electrical power.

Old Stock Phrase. Governor Smith last night declared that if his course of action made him a Socialist, then famous Republicans such as President Roosevelt, and Mr. C. E. Hughes were also Socialists for opposing the alienation of the water-power of New York State.

Furthermore, he declared; every member of the Congress who voted for the McNary-Haugen Farm Relief Bill and for the Muscle Shoals Bill were Socialists by the same precept.

The cry of State Socialism against the Democrats was condemned by Governor Smith as a subterfuge and an old stock phrase of special interests. It was the cry of Republican reactionaries who for the past twenty-five years have been battling against every progressive welfare and labour measure.

PASSENGERS ON THE ZEPPELIN.

ONE WOMAN CHOSEN.

[THROUGH REUTER'S AGENCY.]

LAKEHURST, Oct. 26th. One woman and five men have been accepted as passengers on Graf Zeppelin's homeward flight at a cost of £200 each. The passengers include Mrs. Clara Adams (wife of the tannery magnate and personal friend of President Hindenburg), Richard Burke (brother-in-law of Cornelius Vanderbilt), Colonel Grant Miller (a London business man, late of the Royal Air Force) and the banker, Mr. Paul Marks.

In Somaliland aeroplanes had in a few weeks removed the constant danger of Mullah risings, and on the North-West Frontier of India, with practically no casualties on either side, peace had been imposed upon unruly tribes by British airmen.

He foresaw the time when air-power, like sea-power, would be concentrated upon two or three strategic points of the Empire and when units, instead of being uneconomically tied down to local defence, would be freely moved from one threatened point to another. Such a policy presupposed the closest possible liaison between the Air Forces of the Empire.

LABOUR IN THE LORDS.

LORD HALDANE'S SUCCESSOR.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 25th. Lord Parmoor has been unanimously elected the leader of the Labour Peers in the House of Lords in succession to the late Lord Haldane.

Lord Parmoor, who was raised to the Peerage in 1914, after many years as a Unionist Member for Stroud, Strerford and Wycombe successively, joined the Labour Ministry in 1924, and was Lord President of the Council during the short-lived Labour Government of 1924.

A RECORD FLIGHT.

NEW YORK TO LOS ANGELES IN 25 HOURS.

[REUTER'S AMERICAN SERVICE.]

SAN FRANCISCO, Oct. 25th. A message from Minesfield, Los Angeles, states that the monoplane, "Yankee Doodle," has arrived there after a nonstop flight from New York.

The time taken to cover the distance was 24 hours and 55 minutes, which is claimed as a record.

The machine was piloted by Captain C. B. D. Collier, and its owner, Mr. Harry Tucker, was carried as a passenger.

BENEFITS OF AIR POWER.

DISPLACING MILITARY GARRISONS.

FUTURE OF AIRSHIPS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 25th.

Sir Samuel Hoare, Secretary for Air, delivered an address this evening on aviation and the British Empire, before the Royal Geographical Society of Scotland.

Dealing with the problems which the invention of aviation had created for the British Empire, he said we went into the War an island Power completely immune from invasion. We came out of it victorious indeed, but with our capital more open by reason of this new invention to foreign attack than any of the great capitals of Western Europe.

Year by year we must give our minds and money to building up an Air Force strong enough to deter any would-be enemy from attacking us. He was glad to think that while five years ago there were practically no Air Force Squadrons available in this country for Home Defence, there were now 30 Squadrons out of the 52 that were being formed.

Aviation had, however, imposed upon the British taxpayers a new item in expenditure upon armaments at the very time when we wished to reduce over the whole world the burden of armaments. How could we find some advantage from flying to set off against this liability?

Unique Mobility. Five years of experience in the Air Ministry had impressed upon him, with continuous force, that the only way in which that liability could be counter-balanced was by making the fullest possible use of the unique power of mobility of the aeroplane for effecting economies in Imperial defence and developing the communications and resources of the scattered Empire.

There were certain fields of Imperial defence where an Air Force Wing could be economically used as a substitute for the older military forces rather than as a supplement to them.

REDUCTIONS IN IRAK.

A conspicuous instance of this policy was the case of Irak, where we had been able to reduce the garrison, which in 1921 comprised 33 Imperial Battalions, costing over £20,000,000 yearly, to five Squadrons of the Royal Air Force, without a single Imperial Battalion in support, costing less than £2,000,000. A single Squadron of the Air Force had forced the Imam of Yemin, who had for years encroached upon the Aden Protectorate, to leave it and to release Sheikh's friendly to the British whom he had kidnapped.

In Somaliland aeroplanes had in a few weeks removed the constant danger of Mullah risings, and on the North-West Frontier of India, with practically no casualties on either side, peace had been imposed upon unruly tribes by British airmen.

He foresaw the time when air-power, like sea-power, would be concentrated upon two or three strategic points of the Empire and when units, instead of being uneconomically tied down to local defence, would be freely moved from one threatened point to another. Such a policy presupposed the closest possible liaison between the Air Forces of the Empire.

Imperial Communications. Dealing with aviation as a means of improving Imperial communication, Sir Samuel Hoare said that early next year a regular aeroplane service would be running every week between London and Karachi.

Another great trunk aeroplane service was projected between London and Capetown. He was daily expecting detailed proposals which would enable him to judge whether the creation of this service was possible.

In regard to airships, he believed they could be used for eliminating two-thirds of the time now spent in journeys between London and the capitals of the Empire. That was the justification of the programme under which for the last three years the Air Ministry had been engaged upon the design and construction of two great airships. He anticipated the success of the experiment, and the Dominion Governments were co-operating, also believing in its success.

HONG KONG CRICKETERS AT HOME.

TOUR OF THE CHANNEL ISLANDS.

In August a team of Hong Kong cricketers on leave this year toured the Channel Islands and the scores are given below, writes Mr. H. E. Standage from Jersey. He adds: "Owing to certain failures the team was not as strong or as representative as it was hoped it would be. With one or two exceptions only, however, the players who kindly assisted to fill up the Hong Kong team all came from or had served in the East."

Armstrong was born in Hong Kong and I understand hopes to go out there in a year or so and will be a great acquisition to Hong Kong cricket. Nason was recently out in Hong Kong with the Camerons and Llewellyn served out there with his regiment, the "Queen's Own," some years ago. Of the others, Murphy and Arnold-Jenkins, are from India and Brodie from Australia. The result: Won 1, lost 1, drawn 2, was not at all bad and everyone, I think, enjoyed themselves immensely.

HONG KONG WANDERERS v. JERSEY ISLAND C.C.

Played at Jersey College field on August 10th-17th.

Jersey Island C.C.

First Innings.

H. W. Winstanley, c and b	10
G. Walker, c Arnold-Jenkins, b	10
Turland, c Nicholson, b	10
Hinton, c	15
A. S. P. Ibbotson, b Hinton	15
L. Noakes, b Reed	30
A. C. Hamilton, b.b.w., b	4
Hinton, c	13
R. Carter, b Reed	13
Lieut.-Col. J. R. Carey, b	0
Reed, c	0
S. Spearman, b Reed	0
M. F. T. Baines, b.b.w., b	11
R. E. Osborne-Smith, not out	7
Extras	10

Total 125

Bowling:—Reed 5 for 56; Hinton 5 for 50.

Second Innings.

H. W. Winstanley, b.b.w., b	84
G. Walker, b.b.w., b Reed	0
Turland, c Standage, b	130
Brodie, c	26
A. S. P. Swan, run out	26
L. Noakes, c Murphy, b	27
A. C. Hamilton, not out	37
R. Carter, not out	33
R. E. Osborne-Smith, st.	43
Woolfe, b Brodie	5
Extras	5

Total (for 6 wks.) 391

Lieut.-Col. J. R. Carey, S. Spearman and M. F. T. Baines did not bat. Innings declared.

Bowling:—Reed 3 for 130; Brodie 2 for 115; Hinton 0 for 88; Lee 0 for 48; Murphy 0 for 15.

Hong Kong Wanderers XI.

First Innings.

D. G. Nicholson, c Carey	15
B. Turland, c	0
D. A. Brodie, b Turland	0
J. G. Arnold-Jenkins, c	0
Hamilton, b Turland	0
R. W. Lee, b Turland	0
H. E. Standage, b Baines	15
R. Hinton, c Walker, b	4
Turland, c	1
C. Graham, b Baines	4
E. B. Reed, c Hamilton, b	0
Turland, c	0
L. M. Lloyd, b.b.w., b Turland	11
H. G. Woolfe, not out	3
Extras	12

Total 71

Bowling:—Turland 5 for 26; Baines 2 for 31.

Second Innings.

D. G. Nicholson, b Hamilton	10
D. A. Brodie, c Swan, b	18
Hamilton, c	18
J. G. Arnold-Jenkins, b	0
Hamilton, c	0
R. W. Lee, run out	5
H. E. Standage, c Swan, b	73
Turland, c	9
J. R. Hinton, c and b Hamilton	0
D. B. Murphy, b Turland	0
C. Graham, b Turland	0
E. B. Reed, b Turland	4
L. M. Lloyd, not out	2
H. G. Woolfe, b.b.w., b Turland	2
Extras	6

Total 138

Bowling:—Turland 5 for 31; Hamilton 4 for 65; Walker 0 for 17; Osborne-Smith 0 for 19.

HONG KONG WANDERERS v. A JERSEY XI.

Played at Jersey on August 13th: A Jersey XI.

A Jersey XI.

First Innings.

J. W. Thornton, c Hinton, b	0
Reed, c	0
R. H. Jackson, c Brodie, b	12
Garnier, c	30
L. Spearman, st. Woolfe, b	27
Reed, c	1
H. W. Winstanley, c and b	10
R. Carter, c Brodie, b Garnier	1
C. W. Horne, b Reed	10
R. L. Moleworth, b Hinton	5
J. H. P. Connor, b Hinton	21
J. Spearman, not out	36
C. J. Mitchell, c Reed, b	2
Hinton, c	2
H. E. Hoqueard, c Lloyd, b	2
Reed, c	2
Extras	12

Total 187

Bowling:—Reed 4 for 72; Hinton 4 for 60; Garnier 2 for 30; Brodie 0 for 13.

LOCAL FOOTBALL.

TO-DAY'S TEAMS AND PROSPECTS.

ARMY v. NAVY IN LAI WAH CUP.

The semi-final of the Lai Wah Cup competition which is being played on the H.K. Football Club Ground between the Army and the Navy, will be the chief match of the day. The Army are expected to win, although they have not got a soft thing, the Navy having another ship added to their strength. The game timed to commence at 4 p.m. will be under Mr. F. Smith, with Messrs. Lawrence and Samy as linesmen.

The junior teams will be fighting for points as usual, and one or two keen games will be seen. A good game will be that between South China "A" team and the Queen's. The latter team have only played one match in the league, which they won, but they are a good side, and are expected to walk away from Caroline Hill with the points. The referee is Mr. Lawrence.

The Navy and Royal Artillery should put up a good show, on the Navy Ground at Happy Valley, and a drawn game should be the result. Referee: Mr. Ip Kau Ko. The R.A.F. play St. Joseph's on the Recreation Ground at King's Park, and a belated win for the R.A.F. should be the ultimate result. Referee: Mr. Stoakes.

The K.O.S.B. and the Small Units clash on the Army Ground at Sookumpoo, and a win for the K.O.S.B.'s seems inevitable. Referee: B. Q. M. S. Hutchins, R.A. Chinese Athletic entertain the South China "B" team on their ground at Happy Valley and a win for the Athletic is assured. Referee: Pte. Farnsworth.

Kowloon are at home to the University. The latter team are coming on quite well, but Kowloon have only to play as they did last week to gather the points. Referee: Mr. Greave.

Eastern and Recreio meet on the St. Joseph's Ground at Happy Valley. Recreio got a trouncing last week, but they will not have the same class to contend with in the Eastern side, on whom they may have their revenge. Referee: Sergt. Toms, R.A.

CRICKET.

H.K.C.C. 1st XI. v. I.R.C.

This game starts to-day on the H.K.C.C. ground at 2 p.m. H.K.C.C.—H. R. B. Hancock (Captain) A. W. Hayward, Rev. E. K. Quick, H. Owen Hughes, A. C. I. Bowker, C. D. Wales, H. V. Parker, J. Bonnar, O. Moor, E. J. R. Mitchell, E. R. West.

H.K.C.C. 2nd XI. v. CLUB DE RECREIO.

This game starts to-day on Recreio ground at 2 p.m. H.K.C.C.—A. H. Gillingham (Captain) G. P. Lammert, V. W. L. Storrion, G. R. Vallack, A. Reid, W. B. Cornaby, W. K. Sait, L. A. R. Duncan, A. B. Raworth, H. R. Remington, J. E. Hancock.

WAYFOONG v. NAVY.

Wayfoong cricketers are getting into trim early this season for their coming "Hong" matches with Ewo and Taikoo and on Sunday they are playing an all-day match at King's Park against a Navy XI captained by Pay-Lt. Waters.

In this they will be represented by:—W. J. Clerk, R. A. Green, J. Hall, I. H. C. Hight, B. P. Massey, H. V. Parker (Captain), J. H. Raikes, M. D. Scott, E. P. Streetfield, F. H. Swayne, J. Wreath.

HONG KONG WANDERERS v. GUERNSEY GARRISON.

Played at Guernsey on August 22nd.

Guernsey Garrison.

Sergt. Llewellyn, b Reed	10
Gr. Wood, c Brodie, b Armstrong	10
G. C. de la Condamine, c and b Woolfe	19
Capt. Travers, c Lee, b Armstrong	6
Major R. M. Airey, b.b.w., b Reed	28
Pte. Todd, not out	18
L/Cpl. Harden, not out	9
Extras	11

Total (for 5 wks.) 117

E. W. D. Western, M. C. Prie, E. W. D. Western, M. C. Prie, Tait did not bat. Innings declared.

Bowling:—Reed 2 for 53; Armstrong 2 for 40; Woolfe 1 for 7; Hinton 0 for 4.

Hong Kong Wanderers.

R. D. Armstrong, b.b.w., b	3
Western, b Allfrey	40
C. M. Hodgson, st. Airey, b Todd	12
D. A. Brodie, c Tate, b Todd	6
F. E. Nason, b Todd	0
H. E. Standage, c Airey, b Todd	7
D. G. Nicholson, not out	8
E. B. Reed, st. Airey, b Todd	0
H. G. Woolfe, not out	12
Extras	0

Total (for 7 wks.) 100

Bowling:—Todd 5 for 49; Reed 3 for 37; Hinton 0 for 46; Western 1 for 23; Allfrey 1 for 22.

(Continued on next Column).

GOLF.

ROYAL HONG KONG GOLF CLUB.

SUNDAY'S STARTING TIMES AT FANLING.

9.34 a.m.	A. D. Humphreys and N. E. Kent
9.38	J. S. Dykes and W. A. Weight
9.39	S. A. Butlin and W. A. Stewart
9.39	T. L. Christie and S. M. Monroe
9.40	H. W. Moon and E. B. Clarke
9.44	L. Garner and G. E. Mitchell
9.48	D. Ellis and J. Gardner
9.52	J. E. Mackay and H. Spicer
9.56	L. R. Andrews and J. S. MacLaren
10.00	C. W. Jetties and W. M. Fleming
10.04	E. R. Hallifax and Col. Lynch
10.08	C. C. Stark and P. P. J. Woodhouse
10.12	A. E. Lissaman and F. A. Redmond
10.16	D. J. Gilmore and H. U. Ireland
10.20	K. S. Robertson and E. D. Matthews
10.24	G. W. Garrett and H. Graves
10.28	S. J. H. Fox and R. P. Moodie
10.32	B. J. Lacon and E. Kern
10.36	G. W. Sellars and G. W. Reeve
10.40	H. R. Forsyth and R. K. Hepburn
10.44	A. B. Parves and D. Forbes
10.48	W. L. Alexander and T. Low
10.52	E. N. Monip and J. A. S. Cameron
10.56	A. B. Raworth and L. G. S. Bodwell
11.00	G. Davidson and A. C. I. Bowker
11.04	N. L. Smith and C. B. Johnson
11.08	J. Coulthart and W. K. Tait
11.12	H. A. Lammert and F. M. Ellis
11.16	D. M. Goodall and E. P. Fletcher
11.20	F. A. Merry and K. L. Dugan
11.24	N. Garland and H. A. Kelly
11.28	R. Roger and M. L. Clarke
11.32	Capt. Pillau and Capt. Boston

THE IMPLEMENTS OF GOLF.

NO DECISION ON NEW BALL PROPOSAL.

The business meeting of the Royal and Ancient Golf Club was held at St. Andrews on September 25th, when Sir John K. Inglis, the retiring captain, presided.

Mr. Angus V. Hambro, chairman of the Rules of Golf Committee, in presenting the report of the committee, announced that it had been decided to postpone any action in regard to the specification of the size and weight of the golf ball, at the request of the United States Golf Association, until important experiments in that country had been completed. "Our Dominions are being consulted on the ball question," he said.

BAN ON STEEL SHAFTS.

Mr. Hambro, speaking on the matter of steel shafts, said there had been some misrepresentation concerning them, and three of his points were:—(1) There was no shortage of hickory; (2) steel shafts had been authorised by the Rules of Golf Committee in climates where it was impossible to keep wooden shafts, and limited; (3) the executive committee of the Professional Golfers' Association considered that the introduction of these shafts would be detrimental to the professionals in this country. In the circumstances, said Mr. Hambro, the Rules of Golf Committee did not consider that they were justified in sanctioning steel shafts in the meantime.

The Case For A New Ball.

It was expected that a definite decision would be made on the ball question, but when Mr. Norman House stated on his returning from America that a statement would be made "in three or four months' time," golfers prepared for the shelving of the matter. It seems to be fairly certain that golf is to be made more difficult, but not yet. The present ball, which is 1.62 ounces in weight and has a diameter of 1.62 inches, has undoubtedly operated against the artist as distinct from the mighty hitter among golfers. It does not call for the same control, it is something in the nature of a "bullet" which can be "fired," as distinct from an arrow which calls for skilful consideration as to trajectory.

(Continued on next Column).

HOCKEY.

Y.M.C.A. v. H.K.S.R.A. II.

The following will represent the Y.M.C.A. 1st XI. against the H.K.S.R.A. II. on Tuesday at King's Park, Bully off at 3 p.m.:—D. Harvey; E. R. Robinson, A. C. Jeffries; T. Seddon, F. Allen, E. O. Murphy; F. Mann, A. J. Ashby, F. R. Ashton, R. Murray, T. Price. Y.M.C.A. will play in colours.

It is the aim of those people who demand a lighter and larger ball to bring back artistry into the game so that ball control will count for more than it does with the present ball. Experts and golfing legislators of Great Britain and of America agree as to the desirability of a lighter ball but one thing which has operated against its standardisation has been that the vast community of moderate golfers is generally opposed to anything which will deprive them of the joy of a long drive. This matters more to the mediocre golfer than anything else in the game.

R. T. Jones, who is by general consent the greatest living golfer, is understood to favour a change which will penalise the golfer who has nothing but physical strength to commend his golf. His opinion is shared by the majority of the "masters," and the subject has been discussed in golfing quarters for many years. The case for the lighter ball is that its use would entail a greater test for championship competitors; the case against it is the natural desire of the moderate golfer to preserve anything which will flatter his golf.

Southampton Professional's Amazing Drive.

The most remarkable hole in one ever achieved has been accomplished by George Kirby, the local professional, on the Stoneham course. At the ninth hole, which measures 340 yards, he holed out with his driver, this being the greatest recorded distance of any hole in one shot. Kirby has now holed out in one on three occasions at Stoneham, and each one has been over 200 yards. He has holed the second (230 yards) and the thirteenth (247 yards) each in one stroke.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STRAITS, COLOMBO & BOMBAY.

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THE Steamship "MIRZAPORE"

carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, 31st OCTOBER, 1928, at DALLIGHT, taking Cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Passage will be received at this Office until Noon the Day before Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—MACKINNON, MACKENZIE & CO. Agents.

Hong Kong, 27th Oct., 1928. [6911]

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co's STEAMER "KHYBER"

ARRIVED HONG KONG ON 25th OCTOBER, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence Delivery may be obtained.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on the 29th of October, 1928.

No Claim will be admitted after the Goods have left the Godowns, and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Underigned for Counter-signatures.

MELCHERS & CO., Agents.

Hong Kong, 26th Oct., 1928. [6905]

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND OHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Vessel "PYRRHUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 27th October.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 1st November, will be subject to Rent.

All Claims against the Vessel must be presented to the Underigned on or before the 15th November, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

27th October, 1928. [6909]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM U.S.A.

THE Motor Vessel "CEDARBANK"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 23rd October, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO. Hong Kong, 21st Oct., 1928. [6888]

THE Steamship "CANARA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 23rd October, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO. Hong Kong, 21st Oct., 1928. [6888]

THE Steamship "TALMA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 1st November, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m.

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Pres. Jefferson ... Tuesday, Nov. 20th
Pres. Lincoln ... Tuesday, Dec. 4th
Pres. Madison ... Tuesday, Dec. 18th

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Pres. McKinley ... Tuesday, Nov. 13th
Pres. Grant ... Tuesday, Nov. 27th
Pres. Cleveland ... Tuesday, Dec. 11th

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Pres. Adams ... Sun, Nov. 4, 8 a.m. Pres. Wilson ... Sun, Dec. 30, 8 a.m.
Pres. Garfield ... Sun, Nov. 18, 8 a.m. Pres. Van Buren ... Sun, Jan. 13, 8 a.m.
Pres. Harrison ... Sun, Dec. 2, 8 a.m. Pres. Hayes ... Sun, Jan. 27, 8 a.m.
Pres. Monroe ... Sun, Dec. 16, 8 a.m. Pres. Polk ... Sun, Feb. 10, 8 a.m.

To Manila

Pres. Taft ... Oct. 27th, 6 p.m. Pres. Lincoln ... Nov. 24th, 6 p.m.
Pres. McKinley ... Nov. 8th, 6 p.m. Pres. Cleveland ... Dec. 4th, 6 p.m.
Pres. Jefferson ... Nov. 10th, 6 p.m. Pres. Madison ... Dec. 8th, 6 p.m.
Pres. Grant ... Nov. 20th, 6 p.m. Pres. Pierce ... Dec. 18th, 6 p.m.

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M.S. "Malaya" ... 23rd Oct. 3rd Dec.
M.S. "Siam" ... 2nd Dec. 11th Jan., 1929
M.S. "Danmark" ... 30th Dec. 4th Feb., "

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SHARK SHIP'S YEAR

IN PORT.

THE "ISTAR."

MYSTERY OF HER NEXT
VOYAGE.

Within a week or two, says the London Morning Post, East India Dock will miss among its changing shipping a graceful reticent shape that has lain so long at the west quay, as to seem almost as permanent as the sheds and warehouses.

The steam yacht Istar came to her moorings just over a year ago, and simultaneously the quayside population began to speculate.

Her lines and appearance were enough to start tongues going. At Cowes, or in the sunny square of Motaco Harbour, she would have been part of the scene. But in the oily waters of the East India Dock, with rusty tramps and cargo ships unloading round her, she looked like a race-horse that had blundered into a vanhuiler's yard.

When two commissionaires were immediately engaged to keep all intruders off the Istar, and only the Custom officials were allowed on board, dockside curiosity grew consuming. Gossip thrived—there is no place like a port for rumours. But it seemed well established that there were thirty sharks' carcasses in the ship.

21 By-Products From Shark.

The clue was strange, but accurate. After a few days the Morning Post was able to announce that the Istar was nothing else than a floating factory for the manufacture of nine, fertilisers, oil, and the entire list of twenty-one by-products that can be extracted from the shark when it is treated as scientifically and thoroughly as the whale.

The work of the staff of chemists on board was described, and the statement made, on their information, that the yacht would sail to her hunting grounds within the fortnight. But month after month the Istar has lain, almost afloat, at her berth, until at last, the stevedores came to accept her as part of the landscape.

Captain's Statement.

Twelve months ago she was spick and span in her new grey paint, but a year of London atmosphere has tarnished the gold scroll-work at her bows, and put her Mermaid figure-head in need of a new dress. By braving the "Strictly No Admittance" sign at the foot of the gangway, it became possible to have a few words with Capt. F. Thompson, in command, and a permanent resident of the Istar during her long stay in the Thames river.

He admitted that the ship was leaving soon, but would indicate neither her destination nor whether the purpose of her cruise had been changed. "It is for the owners, Marine Products, Ltd., to make all announcements." That was his final response.

But the employment of this 1,800-ton yacht, named after a Babylonian goddess, and built twenty-six years ago by a champagne magnate who lavished thousands on her upkeep, remains the same. Her expedition has only been delayed, and the regions in which she will work revised. A year ago she was bound for Australian waters; now, beyond the rather obvious hint that she will make for tropical seas, her goal is mysterious.

Marine Products informed me that the Istar's continued inactivity was due to protracted negotiations between London and Australia, but by the end of last month whatever business preliminaries are necessary to the vessel's sailing should have been completed. The company are confident that their new process will mean a big commercial future for shark skin for boots, shoes, and other articles usually made from leather.

The presence of the Istar in the Port of London for more than a year will cost in dues several hundreds of pounds.

MUNICIPAL CORRUPTION

AT CHICAGO.

GRAND JURY'S INDICTMENT.

New York, Sept. 30th. A Grand Jury in Chicago which has been hearing evidence concerning organized vice and the "padding" of the pay-rolls of municipal employees in that city yesterday handed down indictments against two negro politicians—one of them, Oscar de Prest, Republican candidate for Congress—and against a police lieutenant and ten other persons. The Grand Jury's presentation severely arraigned the Administration presided over by "Big" Bill Thompson, and declared that the conditions disclosed presented a "picture of a vicious system of spoils politics."

The evidence showed that a so-called syndicate was formed soon after the present Administration took office. It was controlled by political "bosses," and it extorted "protection money" from vicious enterprises. This condition, the presentment said, could only have existed through police protection. The Grand Jury was prevented by the terms of its instructions from making a wide inquiry, and it suggested the appointment of new investigating bodies to deal with conditions in the offices of the Corporation counsel, the City Prosecutor, and the City Attorney.

CHURCH NOTICES.

ST. JOHN'S CATHEDRAL,
HONG KONG.
OCTOBER 28th, 1928, Trinity XXI
Sunday:—
Holy Communion at 8 a.m.
Peak Church Holy Communion at 8 a.m.
Children's Service at 10 a.m.
Peak Sunday School at 10 a.m.
Matins at 11 a.m.
Preacher:—The Dean.
Evening at 6 p.m.
Preacher:—Rev. H. V. Koop. [97]

FIRST CHURCH OF CHRIST,
SCIENTIST.
(Branch of The Mother Church,
The First Church of Christ,
Scientist, in Boston,
Mass., U.S.A.)
MACDONNELL ROAD, BELOW BOWEN
ROAD TRAM STATION.
SUNDAY SERVICE, October 28th, 1928,
at 11.15 a.m.:—
Subject:—"PRODIGES AFTER DEATH."
The Sunday School is held on Sunday
Mornings at 10 o'clock.
Wednesday Evening Meeting at 5.50
p.m.
Meeting Room at above address, open:
Tuesday and Friday, 10 a.m. to 12 Noon.
Monday and Thursday, 5 to 7 p.m.
The Public is cordially invited to attend
the services and visit the Reading Room. [87]

ST. ANDREW'S CHURCH, KOWLOON.

SUNDAY, October 28th, 1928, S. Simon
and S. Jude, 21st after Trinity:—
HARVEST FESTIVAL.
8.15 a.m.—Holy Communion.
10.00 a.m.—Young Peoples Service.
11.00 a.m.—Morning Prayer and
Sermon.
Preacher:—The Vicar.
2.45 p.m.—Young Peoples Service.
Speaker:—Mr. F. S. S. M.A.
6.00 p.m.—Evening Prayer and
Sermon.
Preacher:—The Very Rev. Dean
Swann.
Collections at Morning and Evening
Services on behalf of The Church
Missionary Association.
WEDNESDAY, October 31st, 1928:—
6.00 p.m.—Evening Prayer and
Address.

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NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA,
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From Hong Kong.
M.V. "ESQUILINO" ... Sails on/or about 8th Nov.
M.V. "ROMOLO" ... Sails on/or about 6th Dec.
S.S. "VEREZIA" ... Sails on/or about 3rd Jan.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.
M.V. "VIMINALE" ... Sails on/or about 13th Nov.
M.V. "ESQUILINO" ... Sails on/or about 11th Dec.
M.V. "ROMOLO" ... Sails on/or about 8th Jan.

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time.

"I tried all kinds of remedies but
they were of no avail. I read an
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purchased more and now I am com-
pletely healed." (Signed) Frederick
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cum promote and maintain skin
purity, skin comfort and skin health
often when all else fails.
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very 4 bottles, 10d. 12 bottles 1s. 6d. 24
bottles 3s. 6d. Also for mail orders with price.

Try the Cuticura Soothing Stick.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Oct. 16th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 8 a.m.	at 2 p.m.
Barometer...	29.55	29.84	29.67
Thermobarometer...	81	69	81
Humidity...	41	81	53
Wind—			
Direction	W	Calm	East
Force	2	0	2
Weather	B	B	B
Rain	0.00	0.00	0.00
Highest open-air Temperature, 25th: 81			
Lowest open-air Temperature, 26th: 69			

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From October 27th to Nov. 2nd, 1928.

		High Water	Low Water	
Day of Week	Date	Hong Kong Standard Time	Hong Kong Standard Time	Height
Sat.	27	h. m.	h. m.	ft. in.
		7 47	7 11	1 44 33
Sun.	28	8 19	6 7	2 17 22
		8 40	7 0	3 31 25
Mon.	29	8 45	7 2	3 50 25
		9 17	7 7	3 52 28
Tues.	30	9 10	7 4	4 4 14
		9 10	8 1	3 53 43
Wed.	31	10 31	8 8	4 55 12
		10 32	8 3	4 52 36
Thur.	1	0 45	8 5	5 41 11
		11 6	8 2	4 46 40
Fri.	2	2 13	8 9	6 43 13
		11 59	8 1	5 8 44

JAVA-CHINA-JAPAN- LIJN.

QUICKEST SAILING TO JAVA

REGULAR WEEKLY SERVICE FROM HONG KONG TO JAVA
REGULAR FORTNIGHTLY SERVICE FROM HONG KONG TO MANILA

SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE WEDNESDAY	FOR
TJISAROE	S'hai, K'lung, & AMOT	28th Oct.	31st Oct., 4 p.m.	BATAVIA
TJIMANEOK	DALST, AMOT	5th Nov.	7th Nov., 4 p.m.	MAKASSAR & SOERABAYA
TJISALAK	S'hai, K'lung, & AMOT	12th Nov.	14th Nov., 4 p.m.	BATAVIA
TJISALAK	DALST, AMOT	19th Nov.	21st Nov., 4 p.m.	MAKASSAR & SOERABAYA
TJIKEMBANG	S'hai, K'lung, & AMOT	26th Nov.	28th Nov., 4 p.m.	BATAVIA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITAROEM	JAVA, MAKASSAR	2nd Nov.	4th Nov.	AMOT, N. CHINA
TJIKEMBANG	BATAVIA	7th Nov.	10th Nov.	AMOT, SHANGHAI, KEELUNG
TJILEBOET	JAVA, MAKASSAR	16th Nov.	19th Nov.	AMOT, N. CHINA
TJIKARANG	BATAVIA	21st Nov.	24th Nov.	AMOT, SHANGHAI, KEELUNG

TO MANILA.

STEAMERS	FROM HONG KONG	FROM MANILA
TJIMANEOK	7th November, 4 p.m.	10th November
TJISALAK	21st November, 4 p.m.	24th November
TJITAROEM	5th December, 4 p.m.	8th December

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S.S. "SACHSEN" ... due here on or about the 11th Nov.
M.V. "DUISBURG" ... due here on or about the 23rd Nov.
S.S. "OLDENBURG" ... due here on or about the 8th Dec.
S.S. "SAARLAND" ... due here on or about the 21st Dec.
S.S. "EMIL KIRDORF" ... due here on or about the 4th Jan.

HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg
via Manila, Singapore, Colombo & Port Said:—

M.V. "ERMLAND" ... sailing from here on or about the 30th Oct.
M.V. "BURGENLAND" ... sailing from here on or about the 13th Nov.
M.V. "RUHR" ... sailing from here on or about the 27th Nov.
S.S. "SACHSEN" ... sailing from here on or about the 11th Dec.
M.V. "DUISBURG" ... sailing from here on or about the 19th Dec.
S.S. "OLDENBURG" ... sailing from here on or about the 8th Jan.

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161

Tel. C. 2225.
Tel. C. 4784

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW	"TEAN"	On 27th Oct.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 28th Oct.	9 a.m.
HONGKONG & SHANGHAI	"CHINHUA"	On 28th Oct.	Noon
SHANGHAI, NEWCHOW & DALNY	"YINGHONG"	On 28th Oct.	2 p.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 29th Oct.	8 a.m.
SWATOW & BANGKOK	"KWEIYANG"	On 29th Oct.	Noon
AMOI, SHANGHAI & TIENTSIN	"SUIYANG"	On 30th Oct.	4 p.m.
SHANGHAI	"YUNNAN"	On 31st Oct.	3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"TEAN"	On 1st Nov.	10 a.m.
SWATOW & SHANGHAI	"DINAN"	On 1st Nov.	Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 2nd Nov.	4 p.m.
HONGKONG & SINGAPORE	"KAYING"	On 3rd Nov.	Noon
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 4th Nov.	9 a.m.
SWATOW & BANGKOK	"KALAN"	On 4th Nov.	Noon
SHANGHAI, NEWCHOW & DALNY	"LUOHOW"	On 4th Nov.	2 p.m.
AMOI, SWATOW & SINGAPORE	"ANKING"	On 6th Nov.	4 p.m.
AMOI, SHANGHAI & TIENTSIN	"SINKING"	On 7th Nov.	3 p.m.
SHANGHAI	"HUPH"	On 17th Oct.	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUGHOW"	On 17th Oct.	4 p.m.

SAILINGS SUBJECT TO ALTERATION.

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STRAMERS	Days Hong Kong	Days to Sail
TAIPING	8th November	13th November
CHANGTE	14th December	11th January, 1929
TAIPING	4th January, 1929	15th February, 1929
CHANGTE	8th February, 1929	

* Calls at Haio.

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S.S. "PERRHUS"	Via Suez Canal	18th November
S.S. "CITY OF PERTH"	Via Suez Canal	30th November
S.S. "CITY OF CHESTER"	Via Suez Canal	3rd December

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M.V. "MALAYAN PRINCE" 5th December

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G. METZINGER 4th Nov.	ANDRE LEBON 6th Nov.
PAUL LEOAT 20th Nov.	CHENONORBAUX 21st Nov.
ANDRE LEBON 4th Dec.	PORTHOS 5th Dec.
CHENONORBAUX 18th Dec.	ATHOS II 19th Dec.
PORTHOS 1st Jan., 1929	DARTAGNAN 2nd Jan., 1929
ATHOS II 15th Jan., 1929	SEPHINE 13th Jan., 1929
DARTAGNAN 29th Jan., 1929	G. METZINGER 30th Jan., 1929
SEPHINE 12th Feb., 1929	PAUL LEOAT 13th Feb., 1929
G. METZINGER 27th Feb., 1929	ANDRE LEBON 27th Feb., 1929

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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

October 25th.

Golden Dragon, American str., 4,321 tons, Capt. Bouon, from Kobe, which port she left on October 18th, with a general cargo, lying at Stonecutters.—Columbia S.S. Co.

Khyber, British str., 9,114 tons, Capt. C. Hester, R.D., R.N.R., from London, via Singapore. The latter port she left on Oct. 20th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Shini, Japanese str., 2,314 tons, Capt. Y. Haseb, from Fremantle, which port she left on October 8th, with a cargo of sandalwood, lying at Stonecutters.—Y.K.K.

Tahiti, British str., 6,154 tons, Capt. R. W. Hocking, from Kobe, which port she left on October 19th, with 428 tons of general cargo, lying at buoy No. A4.—Mackinnon, Mackenzie & Co.

Wingate, Chinese str., 841 tons, Capt. F. Smith, from Fort Bayard, with 230 tons of general cargo, lying at buoy No. C4.—Yiu Yuen Co.

October 26th.

Antung, British str., 2,107 tons, Capt. G. A. T. Morse, from Amoy, with 500 tons of firewood, lying at buoy No. A2.—B. & S.

Cederbank, British str., 3,162 tons, Capt. T. Warham, from Manila, which port she left on October 24th, with a general cargo, lying at buoy No. B36.—Bank Line.

Cheung Shing, British str., 1,256 tons, Capt. D. R. Kilbee, from Canton, lying at buoy No. C33.—Jardine, Matheson & Co.

Glenbeg, British str., 12,300 tons, Capt. L. Newing, from Europe, via Straits. She left Singapore on October 20th, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Hakodate Maru, Japanese str., 5,302 tons, Capt. H. Takasu, from Shanghai, which port she left on October 23rd, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Khyber, British str., 5,300 tons, Capt. P. O. Britten, from Yokohama, which port she left on October 18th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

President Taft, American str., 8,415 tons, Capt. K. A. Ahlen, from Seattle, which port she left on October 6th, with 1,500 tons of general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.

Sunning, British str., 1,570 tons, Capt. R. Robertson, from Canton, lying at buoy No. B3.—B. & S.

Tai Lee, Chinese str., 1,044 tons, Capt. Z. Masaki, from Chefoo, which port she left on October 18th, with 725 tons of general cargo, lying at buoy No. C36.—Yee Tai Hong.

Tjandari, Dutch str., 5,019 tons, Capt. P. Weide, from Muntok, which port she left on October 18th, with 2,855 tons of general cargo, lying at buoy No. A3.—J.C.F.L.

Tonkin, French str., 907 tons, Capt. F. L. Nosen, from Haiphong, with a general cargo, lying at buoy No. C17.—M.M.

Yingchow, British str., 1,916 tons, Capt. P. Wenden, from Amoy, with a general cargo, lying at buoy No. C37.—B. & S.

PASSENGERS.

Arrivals.

The following passengers arrived here on October 26th from Europe by the m.v. Glenbeg:—Mrs. Riggs and child, Mrs. Lane and child, Mr. Betts, Mr. Hall and Mrs. Robertson.

The following passengers arrived on October 26th by the s.s. President Taft from Seattle and ports:—For Hong Kong: Mr. P. K. Au, Mr. H. H. Bucher, Comdr. P. L. Carroll, U.S.N., Mrs. Cheong Mae Yeung, Mrs. Chin Wai Yan, Miss Cheung Moong Wan, Mr. S. P. Ching, Mrs. Chan, Mr. Gilbert Cheong Wing Chan, Mr. Gilbert Dains, Mr. and Mrs. G. H. Deaton, Miss S. Deaton, Miss F. Denton, Mr. T. Y. Deane, Miss K. Dawson, Mr. T. K. Fong, Mrs. W. P. Hacker, Mr. G. Harriman, Mrs. Grace J. Hay, Miss Jean Hay, Mr. Arthur Kiefe, Mr. Kwok Sui Nam, Dr. A. Korff, Mr. and Mrs. S. S. King, Mr. M. S. Kang, Mr. Louie Kai Cheung, Mr. Leung Ching Cheung, Mr. Leung Yick Chu, Mrs. Leung Wai Nam, Mr. M. C. Liu, Mr. and Mrs. C. W. Liu, Mr. F. S. Lee, Mr. Lee Fook Thong, Mr. Samuel Lyons, Mr. Mark Ming, Mr. and Mrs. C. Y. Mei, Mr. Mok Man Pan, Miss L. Dos Remedios, Mrs. Elaise Roerback, Mr. T. E. Wu, Mr. U. F. Yau, For Manila: Mr. A. E. Allen, Mr. Israel Beck, Mr. Manuel Chuang, Rev. Paul M. Carasig, Mr. R. S. Frush, Vice-Gov. E. A. Gilmore, Mrs. E. A. Gilmore, Mr. G. E. Heath, Mrs. E. W. Harris, Mr. M. S. Kestler, Mrs. Jas. S. Laidlaw, Miss Mayde Mackinnon, Mrs. E. E. M. Ossorio, Mr. W. C. Prentiss, Rev. A. L. Ryan, Comdr. C. E. Reordan, U.S.N., Mrs. C. E. Reordan, Master Wm. C. Reordan, Miss Donald Weld, Miss Lucy Weld, Mr. Dexter Wood, Mr. and Mrs. L. Winterhall, Mr. Y. D. Zia.

The following passengers arrived here on October 26th by the s.s. Khyber from London and ports:—Mr. A. H. Turner, Mr. W. Morgan, Major and Mrs. Gay, infant and 2 children, Mr. and Mrs. Duncan, Miss Duncan, Miss F. E. Shand, Mr. C. H. Buxton, Mr. E. A. Mackay, Mr. J. K. Ross, Dr. and Mrs. K. I. Oei, Col. Fielding, D.S.O., Mr. C. W. Shoop, Prof. I. Jager, Mr. T. L. Mathias, Mr. J. Sum, Mr. Z. F. Pra, Mr. D. Y. Hsu, Mr. P. D. G. Gain, Pay-Lt. W. G. Axworthy, Mr. N. Bessom, Mr. C. H. Mansell, Mrs. M. J. Cohen, Miss F. Fagg, Mr. F. C. Banham, Miss E. M. Haward, Mr. and Mrs. Fox, Mr. J. T. Shields, Mr. and Mrs. Maligny, Miss Maligny, Mr. and Mrs. Foresey, Miss Foresey, Mr. and Mrs. Bird, Mr. S. V. Heley, Mrs. S. Dallow, Mr. and Mrs. Stoneman, Miss Stoneman, Mr. and Mrs. Dullam and child, Mr. and Mrs. Dickens and 2 children, Mr. H. Seymour, Mr. R. W. May, Mr. E. T. Randall.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Asia arrived at Shanghai on Friday at noon, was due to leave to-day (Saturday) at 7 a.m., and is expected at Hong Kong on Monday morning. She sails for Manila on Tuesday at 5 p.m.

The R.M.S. Empress of Russia arrived at Shanghai on Friday at 12.30 p.m., was due to leave to-day (Saturday) at 7 a.m., and is expected at Nagasaki to-morrow (Sunday) at 1 p.m.

CLEARANCES.

October 26th.

Evale, for Singapore.
Glenbeg, for Shanghai.
Hakodate Maru, for Singapore.
Khyber, for Singapore.
Akyber, for Shanghai.
La Plata Maru, for Saigon.
Michael Jensen, for Swatow.
Pao Tye, for Kwang Chow Wan.
Pronto, for Haiphong.
Shiu Hing, for Macao.
Song Ho, for Haiphong.
Tai Lee, for Canton.
Tashun, for Shanghai.
Tean, for Swatow.
Tulthibius, for Kobe.
Tonkin, for Haiphong.
Yingchow, for Canton.
Yuen Jeng, for Saigon.

VESSELS EXPECTED.

Java-China-Japan Line.

Tjandari, Oct. 26th.
Tjandari, Nov. 2nd.
Tjandari, Nov. 5th.
Tjandari, Nov. 7th.
Tjandari, Nov. 12th.
Tjandari, Nov. 15th.
Tjandari, Nov. 18th.
Tjandari, Nov. 21st.

Messageries Maritimes.

General Metinger, Nov. 6th.
Andre Lebon, Nov. 7th.
Paul Lecoq, Nov. 20th.
Cheong Shing, Nov. 21st.
Porhoss, Dec. 5th.
Athos II, Dec. 10th.
Dartagnan, January 2nd.
Sephine, January 16th.

Nippon Yusen Kaisha.

Kamo Maru, Oct. 29th.
Miyoran Maru, Oct. 29th.
Sado Maru, Oct. 29th.
Panama Maru, Oct. 31st.
Hakusan Maru, Nov. 2nd.
Himalaya Maru, Nov. 6th.
Korea Maru, Nov. 8th.
Kagyu Maru, Nov. 7th.
Katori Maru, Nov. 11th.

Norddeutscher Lloyd, Bremen.

Giesse, Nov. 4th.
Pfalz, Nov. 11th.
Hobenz, Nov. 18th.
Hemscheid, Dec. 15th.

Peninsular and Oriental.

Mirapore, Nov. 1st.
Kashmir, Nov. 2nd.
Malwa, Nov. 9th.
Macedonia, Nov. 10th.
Kuderpore, Nov. 13th.
Mantua, Dec. 7th.
Kalyan, Dec. 21st.
Moorea, January 14th.
Kashgar, January 18th.

Prince Line.

Chinese Prince, Nov. 9th.

Malayan Prince, Dec. 5th.

Swedish East Asiatic Co., Ltd.

Agra, Oct. 31st.

Delhi, Nov. 11th.

With Wilhelmsen, Oslo.

Norwegian Africa and Australia Line.

Taiwan, Dec. 8th.

SUNRISE AND SUNSET.

Sunrise.

Sunset.

To-day 8.25 a.m.

To-morrow 8.28 .. 5.50 p.m.

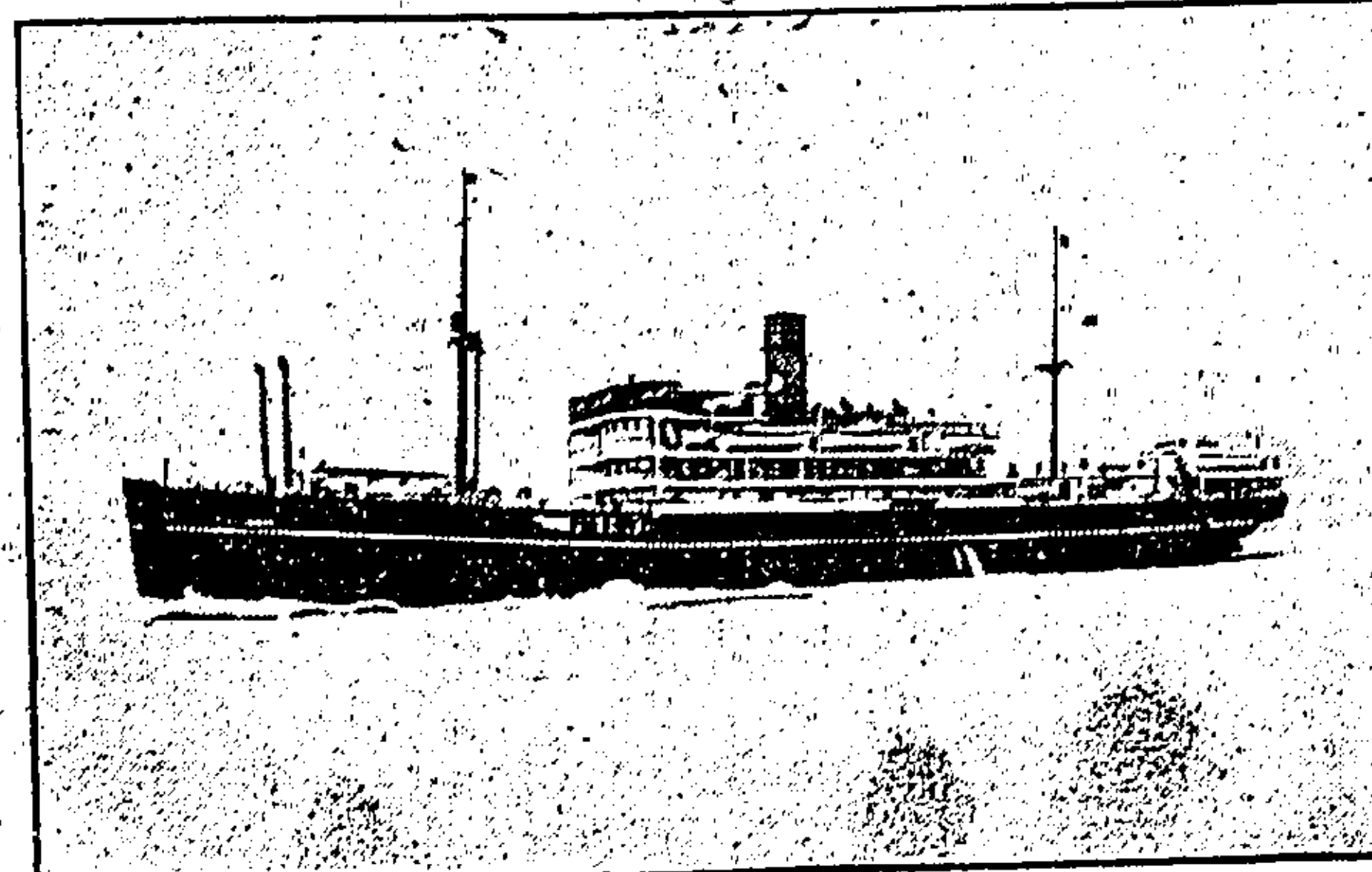
Monday 8.26 .. 5.43 ..

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INDO-CHINA

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SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAO via SWATOW & SHANGHAI	"KWONGSANG" "HONGSANG" "KWAISANG" "WAISANG"	Sun., 28th Oct., at 7 a.m. Wed., 31st Oct., at 7 a.m. Sun., 4th Nov., at 7 a.m. Wed., 7th Nov., at 7 a.m.
OSAKA via AMOI, MOI & KOBE	"KUMSANG"	Sun., 28th Oct., at 7 a.m.
OSAKA via AMOI, SHAL, MOI & KOBE	"YUENSANG"	Satur., 3rd Nov., at 7 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Fri., 2nd Nov., at 8 p.m.
SANDAKAN	"HINSANG" "MAUSANG"	Wed., 31st Oct., at Noon Thurs., 1st Nov., at 3 p.m.
CANTON	"KWAISANG"	Sun., 28th Oct., at 8 p.m.
TIENTSIN	"CHEONGSHING" "CHIPSING"	Satur., 27th Oct., at Noon Tues., 6th Nov., at Noon

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Motor Vessel "GLENSHIEL"	(via Oran)	14th Nov.
Motor Vessel "GLENBEG"	(via Oran)	14th Dec.
Steamship "GLENIFFER"	(via Oran)	9th Jan., 1929

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "PEMBROKESHIRE"	15th Nov.
Steamship "GLENIFFER"	25th Nov.
Steamship "CARMARTHENSIRE"	12th Dec.
Steamship "GLENSHANE"	9th Jan., 1929

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Pass. S.S. "SAARBRUECKEN" departure 17th Nov.
Freight S.S. "Franken" departure 8th Dec.
Pass. S.S. "COBLENZ" departure 15th Dec.

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Pass. S.S. "COBLENZ" due here 18th Nov.

Freight S.S. "Renscheid" due here 15th Dec.

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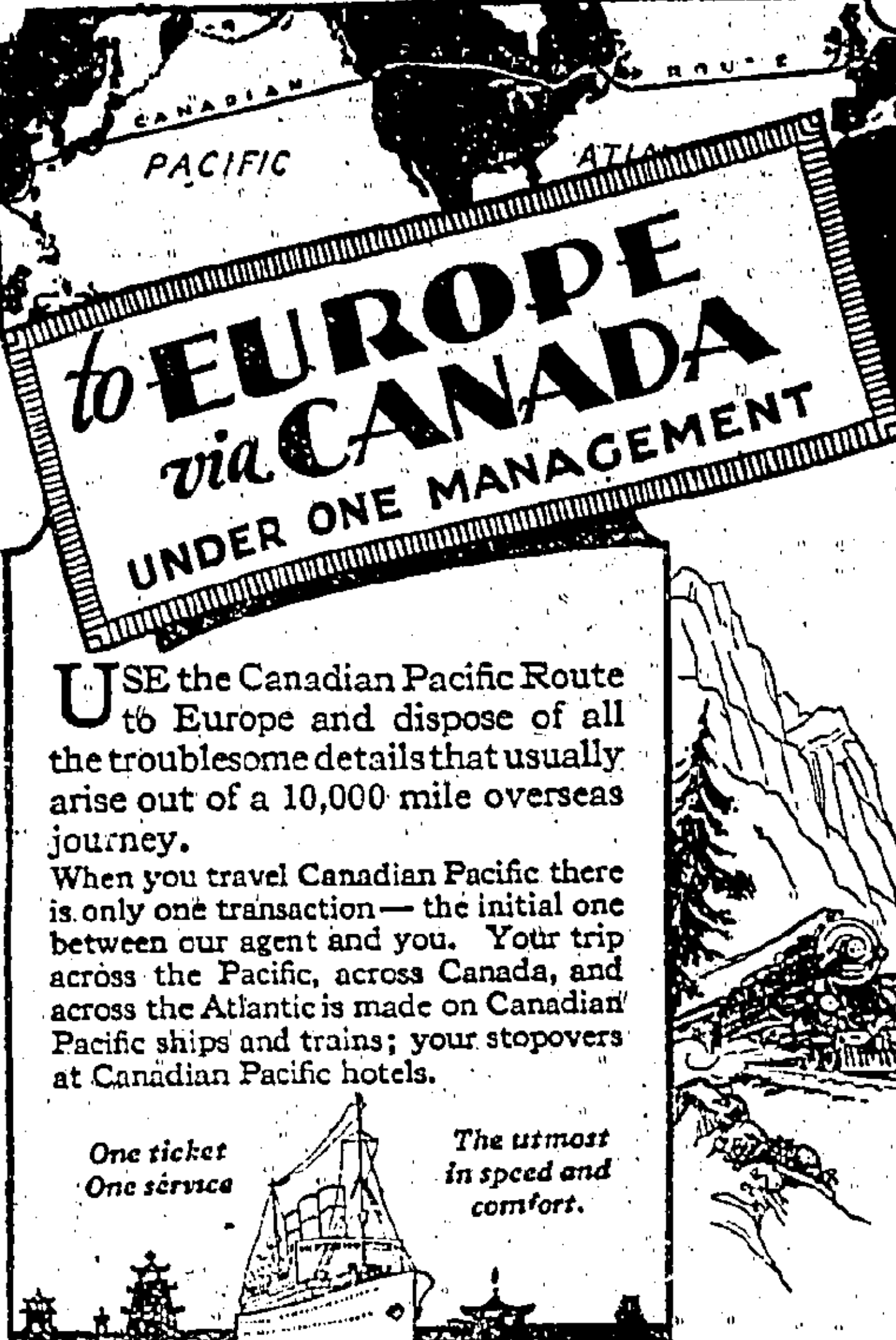
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SHINYO MARU ... Tuesday, 27th Nov.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HAKUSAN MARU ... Saturday, 3rd Nov.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU (Calli Zamboanga) ... Wednesday, 21st Nov.

TANGO MARU ... Wednesday, 19th Dec.

BOMBAY via Singapore, Penang & Colombo.

HAKODATE MARU ... Saturday, 27th Oct.

PAMPA MARU ... Sunday, 11th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

RAKUTO MARU ... Monday, 12th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cebu

Town & Ports.

HAKATA MARU ... Saturday, 10th Nov.

NEW YORK and BOSTON via PANAMA.

LISBON MARU ... Tuesday, 6th Nov.

LIVERPOOL via Port Said, Genoa & Marseilles.

TOYOOKA MARU ... Wednesday, 21st Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ... Thursday, 8th Nov.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 16th Nov.

SHANGHAI, KOBE & YOKOHAMA.

MURORAN MARU (Mojito direct) ... Monday, 29th Oct.

KAMO MARU ... Tuesday, 30th Oct.

SADO MARU ... Tuesday, 30th Oct.

KOTORI MARU ... Monday, 12th Nov.

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Shipping News Daily Statement, Waterfront News, Vessels Expected, etc.

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LOCAL IMPORTS AVERAGE.

THROUGH FREIGHTS SHOW BIG INCREASE.

The general cargo returns for the 24 hours ended at 9 a.m. yesterday showed average local imports. Through cargo showed a heavy increase. British contributions to the cargo totals were good, especially to the through freights.

Sixteen arrivals and twelve departures were shown of which eight arrivals, and three departures were British.

Although not as high as the previous day, local imports from ten vessels amounted to 10,905 tons. The two best returns were from the s.s. *Tijonari* (Dutch) from Sourabaya and Muntok with 2,995 tons of general cargo, and the s.s. *Khyber* (British) from London and Singapore with 2,153 tons.

Twelve vessels carried a very good total of 28,843 tons of through freights of which eight British ships carried 14,379 tons. Again the s.s. *Tijonari* was shown as best carrier with 6,426 tons of general cargo from Sourabaya and Muntok, while the s.s. *Khyber* (British) again took second place with 4,723 tons.

The arrivals and departures, during the period under review were as follows:—

	Arr.	Dep.
British	8	3
Japanese	2	3
Norwegian	0	1
Chinese	4	2
Dutch	2	3
Total	16	12

DETAILS OF FREIGHTS.

City of Khios (British) arrived from Yokohama and Keelung with 672 tons of tea for other ports.

Chenau (British) arrived from Shanghai and Amoy with 850 tons of general cargo and 380 tons of through cargo.

Antung (British) arrived from Singapore and Amoy with 500 tons of general cargo.

Sunning (British) arrived from Canton 1,000 tons of general cargo for other ports.

Talma (British) arrived from Kobe with 478 tons of general cargo for this port and 1,289 tons for through ports.

Khyber (British) arrived from London and Singapore with 2,153 tons of general cargo for this port and 4,723 tons for through ports.

Khiva (British) arrived from Yokohama and Shanghai with 103 tons of iron and general cargo and 1,795 tons of silk and general cargo for other ports.

Glenline (British) arrived from Middlesbrough and Singapore with 1,047 tons of general cargo for this port and 4,500 tons for through ports.

Tijonari (Dutch) arrived from Sourabaya and Muntok with 2,995 tons of sugar, tapioca, arak and peanuts for Hong Kong and 6,426 tons of sugar, tapioca, arak and wood for through ports.

Times Maru (Japanese) arrived from Keelung with 1,230 tons of coal for this port and 1,800 tons for through ports.

Shini Maru (Japanese) arrived from Fremantle, Western Australia with 648 tons of sandal wood, and 2,015 tons of sandal wood and 1,073 tons of iron for through ports.

(Continued on next column.)

VESSELS EXPECTED.

American Mail Line.

President Jackson, Oct. 29th.

President McKinley, Nov. 5th.

Australian-Oriental Line.

Taiping, Nov. 6th.

Change, Dec. 7th.

Bank Line.

City of Mobile, to-day.

City of Perth, Oct. 30th.

City of Adelaide, Nov. 17th.

City of Chester, Nov. 24th.

City of Lahore, Dec. 10th.

City of Madras, Dec. 22nd.

City of Bedford, January 4th.

Ben Line.

Benetris, to-day.

Blue Funnel Line.

Tathysius, to-day.

Patriot, October 31st.

Deucalion, November 3rd.

Cyclops, November 4th.

Ison, November 6th.

Perseus, November 12th.

Menelaus, Nov. 13th.

Hector, Nov. 14th.

Titan, Nov. 20th.

Helenus, Nov. 21st.

Tyndareus, Nov. 23th.

Asphalion, Nov. 27th.

Asphalion, Nov. 28th.

Glaucaus, Nov. 30th.

Telemachus, Dec. 8th.

Philoctetes, Dec. 9th.

Dardanus, Dec. 14th.

Aeneas, Dec. 17th.

Protesilaus, Dec. 18th.

Theseus, Dec. 23th.

Atreus, Dec. 25th.

Lycoson, January 10th.

Sargodon, January 10th.

Tydeus, January 20th.

Canadian Pacific Line.

Empress of Asia, Oct. 29th.

Empress of Canada, Nov. 19th.

Dodwell & Co.

Equilino, Nov. 8th.

Vimale, Nov. 13th.

Romolo, Dec. 6th.

Dollar S.S. Line.

President Adams, Nov. 3rd.

East Asiatic Co., Copenhagen.

Malaya, to-morrow.

Africa, Nov. 4th.

Siem, Dec. 2nd.

Danmark, Dec. 30th.

Eastern and Australian Lines.

Aratara, Nov. 2nd.

Tanda, Nov. 6th.

St. Albans, Dec. 3rd.

Glen Line.

Glenbeg, to-day.

Glenapp, Oct. 31st.

Pembroke, Nov. 12th.

Gleniffer, Nov. 25th.

Garmarthenshire, Dec. 12th.

Hamburg-America Line and

Hugo Stinnes Linien.

Ruhr, to-morrow.

Ermland, Oct. 30th.

Sachsen, Nov. 11th.

Duisburg, Nov. 23rd.

Oldenburg, Dec. 9th.

Saarland, Dec. 31st.

Emil Kirdorf, January 4th.

Tai Lee (Chinese) arrived from

Chefoo with 725 tons of general

cargo and 1,150 tons for through

ports.

Wing Lee (Chinese) arrived from

Fort Bayard with 280 tons of

general cargo.

DAILY WATERFRONT NEWS.

DUMPING RUBBISH IN THE HARBOUR.

[BY LONGSHOREMAN.]

A Chinese boatman was before Commander J. B. Newill, R.N., D.O.S., at the Marine Court yesterday morning for dumping rubbish in the Harbour at Cha Kwo Liang without written permission. Sergt. R. McEwen who made the arrest prosecuted and the defendant pleaded guilty. He said that the rubbish was taken from the Tai Koo Dockyards and it had been a usual practice to dump the refuse at this spot.

The Magistrate imposed a fine of \$5 with the alternative of 5 days' hard labour.

S.S. "Tjikendi" Aground, But Refloated.

The J.C.J.L. s.s. *Tjikendi* is reported to have gone ashore on Wednesday or Thursday off Menado, the most northern point of Celebes Island. The local office of the line reports that the vessel has been refloated. She was built in 1921 by Messrs. R. Duncan & Co. of Glasgow for her present owners.

Stormy Weather.

The *Glenbeg* which arrived here yesterday from Europe via Straits reports that she encountered strong N.E. Monsoon, high sea and well and torrential rain two days South of Hong Kong.

Diving Operations.

The Harbour Master notifies that surveys involving diving operations are being carried out over the line of harbour bottom between Queen's Pier and the intersection of the east side of Nathan Road with the Kowloon Harbour front. One diving barge, flying a red flag, a motor boat and two sampans are employed on the work which will be completed in about one month.

New Ben Line Here Today.

The s.s. *Benetris* owned by the Ben Line Steamers, Ltd., is due to arrive this morning on her first visit to the Colony. The *Benetris* is not a new vessel having been built at Stockton in 1916 as the s.s. *Cutcombe*.

"Kwong Sai" Goes To Dock.

The s.s. *Kwong Sai* of the British Canton line was docked at the Kowloon Dock yesterday morning for overhaul and refit. The vessel will also undergo her re-survey.

Ship's Compass Stolen.

Two Chinese were charged before Mr. W. Schofield at the Kowloon Magistracy yesterday morning with the theft of a liquid compass from the s.s. *Kalgan* on October 1st.

Inspector A. J. W. Doring applied for a week's formal remand to make enquiries. This was granted.

Deaths At Sea.

The s.s. *Antung* (British) which arrived here from Singapore and Amoy reports that a Chinese deck passenger died during the voyage from consumption. The deceased boarded the vessel at Swatow. The master of the s.s. *Tijonari* also reports the death of a deck passenger during the voyage from Sourabaya and Muntok. The s.s. *Talma* reports that a European Mr. James, 5th engineer, was ill and suffering from suspected enteric fever.

Asiatic Deck Passengers.

Six vessels brought 1,196 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS, SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 17th November

"CITY OF MOBILE" ... London, Rotterdam & Hamburg ... 9th December

"CITY OF LAHORE" ... London, Rotterdam & Hamburg ... 9th January

* Passenger Steamer—Fares to London—1st Class £30; 2nd Class £25.

BOSTON NEW YORK & BALTIMORE

"CITY OF PERTH" ... via Suez Canal ... 30th November

"CITY OF CHESTER" ... via Suez Canal ... 23rd December

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

"CEDARBANK" ... 25th November

MAURITIUS & SOUTH AFRICA

"TINHOW" ... 1st December

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, The Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Kilindini, Port Nether, Loderia Bay, Welis Bay and Madagascar.

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MAIL AND PASSENGER STEAMERS;
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TRAITS, JAV, BURMA, CHINA, INDIA, PERSIAN GULF
WEST INDIES, AUSTRALASIA, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL MONTHLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KHIVA"	9,135	27th Oct, Noon	Marseilles, London and Hull.
"MIRZAPUR"	6,715	31st Oct, D.L.	Straits & Bombay.
"MACDONIA"	11,120	10th Nov.	Bombay, Marseilles and London.
"KIDDERPORE"	5,334	13th Nov.	Straits, Bombay and Karachi.
"KHYBER"	9,114	24th Nov.	Marseilles, London and Hull.
"KARNATA"	9,125	1st Dec.	Marseilles and London.
"JEYPORE"	6,318	8th Dec [Mar.]	Lidon, Hull, Ayr, R. Ham, H. Burg
"KALWA"	10,916	15th Dec.	Bombay, Marseilles and London.
"KASHMIR"	8,925	15th Dec.	Marseilles and London.
"KALDESA"	10,924	22nd Dec.	Bombay, Marseilles and London.
"KANTUA"	10,913	5th Jan., 1929	do.
"KALYAN"	9,144	19th Jan.,	Marseilles and London.
"KORSA"	10,923	22nd Feb.,	Bombay, Marseilles and London.
"KASIGAR"	9,008	16th Feb.,	Marseilles & London.
"MAJIDUNA"	11,120	24th Mar.,	Marseilles and London.
"KHIVA"	9,135	10th Mar.,	do.
"KARNATA"	9,125	23rd Mar.,	do.
"KALWA"	10,920	30th Mar.,	B'bay, Ayr, & London.
"KALDESA"	10,924	13th Apr.,	Marseilles and London.
"KASHMIR"	8,925	20th Apr.,	Bombay, Marseilles and London.
"KANTUA"	10,913	27th Apr.,	Marseilles and London.
"KHYBER"	9,114	11th May,	Bombay, Marseilles and London.
"KORSA"	10,923	28th May,	Marseilles and London.
"KALYAN"	9,144	8th June,	Bombay, Marseilles & L'don.
"KALPOTANA"	10,923	22nd June,	do.

* Cargo only.
† Calls Cassablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	27th Oct, 2.30 p.m.	Singapore, Penang & Uluata
"TAKLIWA"	7,333	3rd Nov.	do.</

